



1,666 Stringers...

EAA's Newest Chapter
In the DC Area



Davison Army Airfield, VA April 1, 2010 Vol. 4

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Upcoming Events:

Apr 3/10:00	Tooth Fairy Flights to Tangier
Apr 6/18:30	Business Meeting
Apr 13-18	Sun-N-Fun (S-N-F)
Apr 25/10:00	S-N-F, Paraphernalia give-away
Apr 30/20:00	'Finally got my taxes done' social
May 5/18:30	Cinco De Mayo business meeting
May 15:	Learn to Fly (in the DC3) Day
May 22/23	Virginia State Festival of Flight www.VirginiaFlyIn.org (at KSFQ)

NORAD Contracts out to EAA

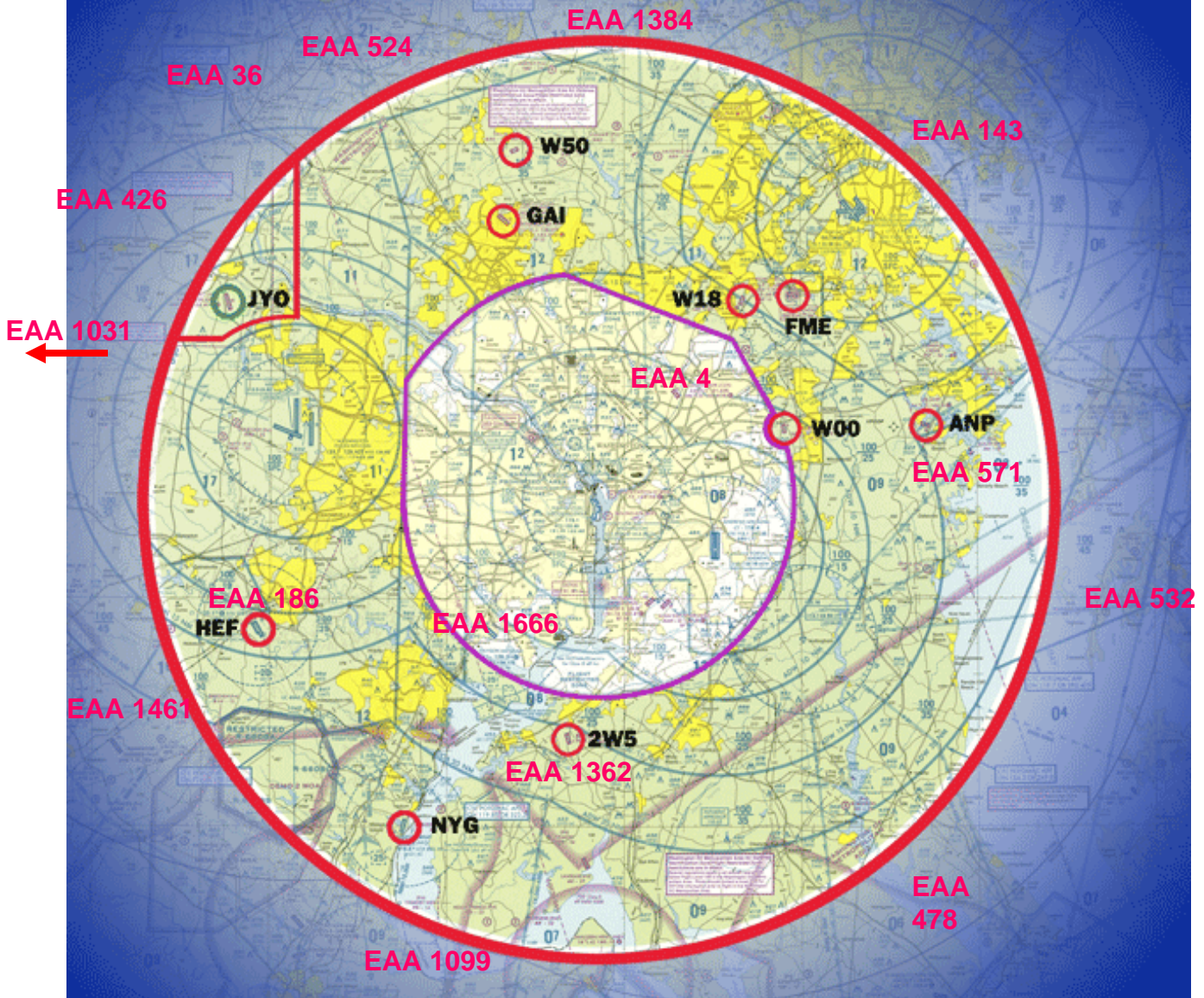
“Local chapters patrol skies over DC”

Cheyenne-CO (UP): Resolving the challenge of high operations tempo, large budget shortfalls, and a re-evaluation of the mission, military officials have contracted the Washington Special Flight Rules Area (SFRA) patrol over to the Experimental Aircraft Association (EAA), effective Sept 1st, 2010.

General Devin ‘Uniball’ Jones, Director, Air Intercept Operations, credits the idea to history where civilian pilots augmented homeland security while military aircraft deployed to combat zones. The unique talent, capabilities, local basing and cost savings make this a win-win situation not only for the military but for the tax payer as well. Instead of deploying F-16 personnel and equipment from various Air Force units around the country, the agreement leverages home based aviators, familiar with the airspace, who utilize and maintain their own aircraft.

Unlike general aviation aircraft designed in the 1950s, most experimental aircraft built in the past ten years fly 50 percent faster than the stalwart Cessna-172 or Piper Cherokee, yet use the same engine and fuel burn rates. The 9-year effort of using military fighters has been a maintenance and training burden on resources needed for air superiority in Southwest Asia. Fighter pilots don’t cherish the thought of spending hours circling the SFRA. This airspace is better known by its former name, ‘Area Defense Identification Zone’ or ADIZ. These ADIZ patrols, also known as ‘boring holes in the sky,’ adversely affects USAF retention rates as well. (Continued)

EAA Chapters Participating in SFRA Patrols



Fifteen local EAA chapters in and around the SFRA are participating in the program whose details are obviously classified. With a pool of nearly four hundred possible experimental aircraft owners living in the DC area, participation for a constant presence is assured. Several owners have been authorized to equip their aircraft with pseudo weapon systems to provide more of a deterrent (see side story). In most cases, however, EAA patrols will just escort disoriented pilots out of the DC area.

Initiative opponents spout concerns of using private citizen pilots in the untrained role of national security. Gen. Jones disagrees, 'most EAA members are former military officers or NCOs with the dedication, discipline, training, and security clearances we need.' Furthermore, they not only bring the airspace knowledge and organic maintenance, they have the personal and financial interest in the operation of their aircraft as well. The payback to the tax payer is nearly twenty fold compared to the cost of an F-16 unit sitting alert from Andrews AFB. If we needed to, we could re-activate military members through their indefinite reserve duty commitment. We'd rather not do that... in part, as many members no longer fit into their military uniforms or flight suits.

'Normally, the Civil Air Patrol (CAP) would be the organization of choice, but these are unique circumstances. CAP doesn't have the number or speed of aircraft necessary to conduct this type of work. If we should force aircraft down, CAP would be our first call 'to pick up the pieces.' The Confederate Air Force (CAF) is also involved in the program, but their fuel burn rates nearly match the F-16. Expect to see CAF SNJ, and AT-6 aircraft at high visibility events to include inaugurations, Marine Corps marathons, and July 4th celebration events.

Senior EAA officials denied comment on this initiative, but at least one local EAA president was willing to talk off the record. "We got committed members who want to fly to guard their country, support our way of life and reverse this paranoia attack on general aviation. Through the years, our chapter has been able to obtain the facilities which we can use as a heated alert barn and pilot planning/staging area. The new mission is great and beats begging for fall fly-in volunteers." SFRA patrol also provides aircraft builders more motivation to finish their aircraft so they can get into the fight.

As an after-thought, this change not only reduces military operations tempo and the premature aging of military assets, but is environmentally friendly as well. Not only will the new initiative reduce fuel burn, it will reduce air and noise pollution. Aim High, EAA!

(side story)

'Pseudo-Arming Experimental Aircraft'

Being an experimental aircraft, minor modifications don't need to have FAA evaluation or approval. Most agreed that the 51 percent rule also applies to caliber of armament which invokes FAA notification.

The Code of Federal Regulations (CFR) Part 91.15 already allows pilots to drop objects from aircraft as long as one takes precautions against damage to people or equipment on the ground. Now, being able to shoot now makes flying as much fun as video games, only more challenging.

With the new mission of ADIZ escort, we needed a way to 'look serious.' Taking a play from WWII deception techniques, pilots found it was easy to dress up their aircraft. NORAD emblem stickers alone don't provide the needed sense of urgency in intercepted pilots. But wayward pilots facing the possibility of what appears to be a machine gun or air-to-air missiles are quick to comply. This is where creativity, engineering & pure chutzpah of EAA builders pays off in spades.

One chapter decided to arm its fleet with pseudo AIM-9 missiles. Using mostly PVC 2" pipe, aluminum fins and some spray paint, they were able to outfit their entire squadron during the monthly barbeque gathering. Another unit invested in developing one liter bombs which uses disposable plastic soda bottles and lawn dart fins. Rick 'the Stick' Novia, Chief of Strategic Plans, stated, 'we had to fill the bottles with something other than white powder. Using baking flour would have been great, but we don't want to cause an anthrax scare. Instead we use the old M&Ms on sale at Rite-Aid. The Fall season ammunition is colored red, white and blue. After Christmas, we'll stock up with red and green M&Ms. In March we use valentine chocolates; then in May, Easter colored candies. We prefer our 'Candy Bomber' call sign; rather than the alternative, 'Plane of Peanuts.'

A northern Maryland chapter added smoke to their aircraft. Five of the chapter member's aircraft already had smoke capability for their formation flying team. Using smoke allows the escorts to get the attention of the wayward pilot and force evasive action. It also provides a lead-in targeting capability for the ground US Army Manpad teams surrounding key Federal facilities.

The most revered improvement came from a unit which adapted paint ball guns for wingtip installation. Shooting paintballs through the propeller isn't an option, in reference to the WWI days of aerial combat, stated, 'Pop-gun Bill' Boynton, Director of Armament. Having the paint ball guns located outside the propeller arc diminishes accuracy, but keeps one's own aircraft clean. Actually, during tests, we realized that some of our fleet was too darn fast. So we often slow down to tag a target (instead of ourselves).

"Artist's Rendition of a modified EAA aircraft"



Fortunately, the local traffic-watch Cessna aircraft unit was more than willing to partner with us. Chief Pilot, Ziggy Bradmyer, explains, 'We're glad to help; not only does this bring general aviation back to the SFRA, but it also helps keep our area safe. Besides, our aircraft can really use the paint, as long as they don't hit the airplane windows with paintballs. We do need to make sure we're not engaging over traffic intersections, major highways or public buildings. Drivers don't seem to share our sense of support of national security; especially when you smear their RX-350 Lexus with a paintball from 1,400 feet. You can actually see their anger from a quarter mile high.'



Scared? Nah, Only on final....



James Kleen's Airedale, 'Berkley' in his RV-8

Local EAA Chapter Flies 50th Young Beagle

On Monday, Feb 29th, twelve pilots and eight handlers took part in the chapter's flying dog indoctrination program, known as Young Beagles. The program was started when several pet owners expressed interest in getting their dogs a ride. 'King just loves cruising in the truck and also being around airports, so we decided to take him flying,' stated program founder, Yvonne Humphrey. Once other owners heard the story, they wanted in. So we started combining Young Eagle Events with flying canines and the Young Beagles program was born, or rather, "Airborne."

Some criticize the program for making a mockery of EAA's Young Eagle program which provides flights to young adults between 8 and 18 years old. But Yvonne stated that Young Eagle pilots wanted passengers that were appreciative; which occasionally don't occur with Young Eagle participants. It's more than getting a tail wag or a lick, this program paves the way for owners to fly with their dogs on vacation. Besides, statistically speaking, the Young Beagles program has the same success rate in grooming future pilots as Young Eagles.

Other pet lovers claim that felines are again being discriminated against. Young Beagle Pilot, 'Twisty' Oliver told us the rest of the story. "It's not like we didn't try." "They say cats have nine lives, but we ended the effort after two." The first attempt literally didn't make it off the ground. We instituted several more precautions on the second attempt, to include designing a little kitty parachute. Unfortunately we had a bird encounter. Turkey Vultures started flying in formation with the airplane which enraged the cat. After nearly gouging out a pint of the pilot's blood, Mr. Binkers broke free and leaped into the Plexiglas. The action knocked the windowpane out of the aircraft and the cat along with it. His little parachute got caught on the door latch, and similar to a seatbelt, was repeatedly banged along the fuselage in the 100 Kt wind.

It was too late by the time the pilot regained control, slowed the aircraft and pulled the cat inside. Susan Woody stated, "We had to divert the aircraft to another airport in order to power-wash the fuselage. Luckily, the young line-boy believed we took a bird strike near the baggage compartment." By then, the feline flying effort was over; we're sticking to dogs for the foreseeable future. A walk, a flight and a biscuit, what more could a dog or his owner want?

FAA Kill's WAASAWOS program....in name only....

In typical government fashion, the FAA is terminating a program after spending over \$1.14B in deploying new capabilities to more than 1,054 airports supporting general aviation. Actually, they're not ending the program, just ending the program's name, and keeping the functionality.

Combining the capabilities of the GPS Wide Area Augmentation System (WAAS) with the Automated Weather Observation System (AWOS) allows small, unattended general aviation airports to provide major airport approach and landing capabilities at a fraction of the cost. Now, most paved airports have nearly all weather capability with neither navigational aids, nor weathermen stationed at the airport. A state aviation officer told a local EAA chapter, 'GPS, WAAS and AWOS allow us to attain our goal of providing Part 135 air taxi operations capability to an airport within 30 miles of every Virginia resident.' And we can do it without increasing the department's staff or adding manpower.

Unfortunately, the name became a tongue twister for senior FAA leadership. "Could you imagine saying the term, 'WAASAWOS' in front of congress, or worse, on national television?" We'd be the laughing stock on U-Tube forever. Half our staff still gets it wrong, calling it AWOSWAAS, or WAS-Woose. We'll continue providing the systems, just don't mention it by name.

GAMA's 2009 aircraft manufacturer of the year is.....

Due to unprecedented economic downturns, the General Aviation Manufacturers Association's (GAMA) builder of the year is, 'Joe the plumber, Greg the Air Force pilot, Sue the contractor, Laura the accountant', and perhaps, you. GAMA's 2009 lists 895 new single engine piston engine airplanes shipped, less than half the 1,943 single engine pistons aircraft built in 2008. With aircraft manufacturers laying off a majority of their employees this year, Part 23 single engine piston aircraft production nearly ended in July.

On the other hand, homebuilt projects kept taking to the air. Dick Van Drussen's RV line had more than 500 first flights in 2009 alone, nearly matching Cirrus, Cessna and Piper production lines combined. Add the various other homebuilt aircraft & discount the non-US built, light sport aircraft production models, GAMA numbers prove that homebuilders became the 2009's top builder. Information is available at: http://www.gama.aero/files/GAMA_Databook_2009.pdf

?Hablas Inglis? Where is it written you understand English?

FAR 61 require pilots to read, speak and understand English. The flight examination and knowledge based tests validate the capability. Nevertheless, it's not official until it states so on your pilot's certificate. The FAA now requires pilots to have this statement if they are to fly internationally. More details at:

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2008/inFO08012.pdf

EAA Chapter Steals/Test Flies Reluctant Member's Homebuilt.

Culpepper, VA. Local chapter members, tired of waiting on the owner-builder, decided to test fly his homebuilt themselves. We just felt that Steve was a little intimidated on his project and had put off the first flight for months. Even though the aircraft had received its airworthiness certificate, it was just sitting in the hangar. So we drew straws and Ralph McBob got the flight honors while Steve DeEspera was away on a business trip.

After the successful flight, Ralph commended Steve on his great effort. Yes, there are a few items to be fixed, but all in all, the plane flew well. Take-off was a bit long; but that's to be expected with a light sport aircraft (LSA). It seemed the avionics master switch failed as none of the radios worked, but this wasn't a problem for the uncontrolled airfield. Ralph and the chapter decided to call Steve with the news shortly after the flight.

Surprised? "You bet," claimed Steve; "especially because I was just building a lawn decoration. Having grown up on military installations, I always dreamed of a static airplane display in front of my house. Unfortunately, the Defense Reutilization and Marketing Office (DRMO) in Tucson, Arizona only had strategic air command aircraft available. My condo association wasn't keen on the idea of a nuclear bomber sitting in front eight houses and covering the child play and pool areas. So they allowed me to build a smaller, non-threatening model instead."

"I went with the Zodiac because aluminum would handle the weather better than a fiberglass or cardboard version. After constant interruptions by noisy neighbors, I decided to move it to an airport for some privacy. Boy was that a bad decision...every pilot on the airport started asking me questions and pestering me for when it would be completed. I guess my biggest mistake was joining the local EAA chapter. For \$20 a year, it gave me close access to a clean bathroom that always had toilet paper. The airport's bathroom is more than a quarter mile away. But in doing so, I brought the aviation inquisition to my hangar door."

"I hadn't planned on putting an engine on it; but the questions were non-stop. So I repainted an old lawn mower engine and told fellow EAA members that it was a Honda prototype. I bought a souvenir propeller from the Smithsonian Air and Space Museum; pulled the clock out and reused it in the instrument panel. My avionics stack is a cardboard shoe box cover with an assortment of Radio Shack knobs. Who'd of thought someone would try to fly it? "

"Realizing this day was coming, I thought I had the solution when the NTSB and FAA grounded the Zodiac 601 model. But wouldn't you know it, I had the wrong wings. I had acquired a set of the forbidden pair and planned to switch them next week. Next thing I know, Ralph calls me up to give me the news."

"You would have thought someone would have noticed by now. I mean, how many altimeters have the numbers 11 and 12 on them? But since the FAA's blessed it, I'm thinking that maybe I should fly it to Oshkosh next year.... the lawn will have to wait."

Late applicants getting sharper edged, plastic licenses.

For those pilots who hadn't updated their paper pilot certificates by the March 31, 2010 deadline, the FAA has a new application late fee, literally paid in blood. Any pilot applying for a replacement license is going to have to contend with razor sharp, plastic edges. These new certificates have been vindictively designed to let pilots know that the FAA means business when setting deadlines.

An airman certificate specialist, who chose to remain anonymous, stated that they are tired of aviators ignoring their message at aviation events. Year after year, funnel cake after funnel cake; they've been sitting at Sun-N-Fun, Air Venture, AOPA-Expo, NBAA and other aviation events trying to educate pilots. Yet 27 percent of pilots have still not updated their paper certificates. When senior FAA leadership wouldn't let us charge them a late application fee, we devised our own demerit system. True, once we compare our pilot listing against the deceased database, the compliance rate will increase. Still thousands of active pilots have not yet obtained the new plastic license. Not only can't pilots fly without the new certificates, but we are stepping up the ramp check program to force pilots to handle our 'cutting edge' technology. Information is available at: http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates/

EAA 1666 Business Meeting Minutes: Feb 29, 2009

Amidst the lively conversation of the upcoming ADIZ mission, the monthly business meeting got off to a late start Monday when President O'Hara loudly banged the gavel to get started. One irritated board member quickly motioned to permanently retire the gavel; 'physically if necessary' should it be used in that manner again. The remaining 13 board members verbally agreed with comment and the gavel was thrown away before injury occurred.

The following items were discussed:

New Monthly 'SuFRA' Planning Mission and Pancake Breakfast: This event will continue to be held at Hagerstown since EAA 36 already has the breakfast facility set up. If the participation grows, EAA 186 has a pancake trailer which could triple pancake out capacity, providing an egg and sausage capability as well. Attending schedulers are reminded to bring their manning availability data and any special syrup requirements.

Chapter Hangar Rentals: The chapter has sent eviction notices to two tenants in order to free up heated alert hangars for the SFRA mission. One board member motioned that we obtain a fog machine and a loud speaker system to provide moral support during alert scrambles. Board members discussed the merits of such showboating, and voted down the suggestion, in part due to the sky rocketing costs of 'fog juice.' Besides, the pilot wouldn't be able to hear the 'Top Gun' soundtrack after engine start.

Project Updates: Several members announced progress in their aviation production quest. One couple decided to start their third homebuilt aircraft, as it provides a viable alternate for domestic

disputes rather than just family and money. One EAA board member complained he was doing too much chapter stuff to work on his aircraft. He was immediately dragged out of room, into the builder's hangar and beaten with the donated RV-6 vertical stabilizer that hadn't been sold.

Chili Party: The chapter's annual chili party was a success; especially if one measures success in that no one suffered long term illness, none of the facilities were damaged, and no insurance claims were filed. However, the rising popularity of the event is creating a plumbing asset management challenge which may require future event relocation or the rental of port-o-potties facilities.

Financial Updates: The treasurer confirmed that, yes, there is money, and no, we're not going to lower your annual dues.

Chapter Communications: The group discussed several initiatives to get members to read the chapter newsletter. One local area chapter now uses door prizes for members who bring the newsletter to the monthly general meetings. Another chapter uses the Yahoo distribution function which pushes the information to members in smaller chunks on a more frequent basis. Several chapters just post the minutes and information to their website, and could care less if they are read. Someone suggested that perhaps using comedy might help get people to read the newsletter, similar to column by famous humorists Ron Machado, or Dave Berry. Another bored, board member even suggested writing an **April Fools Newsletter edition**, but most agreed the readers would be too smart to fall for it.

Meeting was adjourned at 6:45.