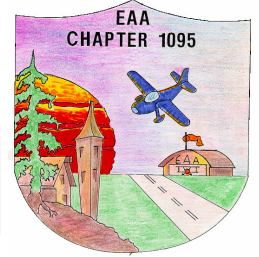




45° North



Gaylord, MI

EAA Chapter 1095—www.eaa1095.org

April 2007

President's Corner

by Vic Briley

Hello fellow flyers:

Last month's party at Tom Kellog's home was a blast. We had good food, home brewed beer, great company and got to see Tom's Challenger kit in progress. Thanks for being a great host Tom!

On March 24th volunteers moved Jack Kinney's Sonerai kit from his home to our new hangar at the Gaylord airport. The airport's equipment was moved out of the hangar and the Sonerai moved in. The hangar needs a good cleaning and a new roof as soon as possible. Thank you Doug for the use of your truck & trailer, Jon, Phil, Joe Hartley and Tom Kellog for the manpower and especially Jack Kinney & Family for the donated Sonerai kit.

Wally McCoy and I met with Bonnie Straight

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**Next Meeting Apr. 11, 2007
In the Airport Terminal
Board at 6:30pm
Chapter at 7:00pm**

Hanger Notes

by Phil Curtiss

This month we should consider how we are going to get the Hanger in shape for rental. Hopefully Larry will attend, if he is not at Sun' n Fun. At a minimum we have to cover the holes in the roof and clean out the hanger. Then we need to find someone who will pay rent to hanger an airplane.



RV-4

After the hanger is settled we need to find a permanent fix for the roof. To cover the costs it has been suggested that a number of members could loan the Chapter some

money. The loans would be paid off as past as we get rentals.

After this is done we can select a lead builder for Jack's Sonerai. Finishing Jack's plane should be a fun project for the Chapter. Who will make the first flight?

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45° North, Chapter 1095 Newsletter

www.eaa1095.org

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Coming Events

- Apr 11** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- May 9** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Jun 23** Aviation Day at the Airport
- Jun 24** EAA Breakfast and Young Eagles
- Jul 11** Board Meeting at 6:30pm at the Airport. Regular meeting follows.



March Meeting Minutes

Board of Directors Meeting

The March 14th Board of Directors meeting was called to order by President Vic Briley at 6:48pm.

Wally Loney moved to accept the February Minutes as published in the Newsletter. This was supported by Joe Hartley and the motion carried.

Joe reported that our treasury started the month with \$2,498.52. We received \$105 in dues, so our new balance is \$2,513.52. Wally moved to accept the Treasurer's Report. The motion was supported by Joe and the motion carried.

In a discussion of plans for the Aviation Fair it was noted that BJ's was not selected for the concessions. It appears we still have the concessions. It was also noted that the Chapter need some chaffing pans to facilitate serving hot dogs and hamburgers.

We are close to getting possession of the

Old Terminal Building. The Airport was still storing some equipment in the building. The County will require that we repair the building within one year or lose our money and the hanger. **(Larry Kent we need your leadership on this.)**

Wally McCoy agreed to speak at the April meeting.

Joe moved that we adjourn the Board meeting. Wally supported this and the meeting adjourned at 7:19pm.

Chapter Members' Meeting

The Chapter meeting in Tom's work area was a success. Hot dogs, hamburgers and buffalo burgers were enjoy by all. Tom's home brewed beer was very good and we all enjoyed it.

We gave Tom's project a very thorough inspection and asked lots of questions.

Respectfully submitted,

Phil Curtiss, Acting Secretary

President's Corner—continued

(Continued from page 1)

(widow of member Mel Straight) on March 30th in Elmira to pay our respect to Mel and to look at the Vans RV-4 kit that he planned on building until his passing in January. The kit is still packaged in crates and even has a used Lycoming O320 engine. The kit is for sale and the proceeds will be used to help pay the mortgage on the Victory Bible Church. This is a good opportunity for someone (individual or group) and would benefit the Mel Straight ministry. If you are interested, please call Wally McCoy or me. Several people have expressed interest already and the group size will be limited so don't wait too long.

The Gaylord Air Fair is fast approaching and I hope to have a final decision from the Airport

Advisory Committee on whether we will handle the concessions or not. I have already done some research and have health department permit ready to file. We will need plenty of volunteers, so I am asking you to enlist the help of friends and family. This is a very important fundraiser for us, as we need the funds for renovation of our new hangar.

This month's meeting will consist of a tour and cleanup of our new hangar and a presentation by Wally McCoy afterwards. I would like everyone that can possibly make it to come to this meeting as we have many things to discuss.

Keep the blue side up!

Vic Briley

EAA's Case Against User Fees

The EAA has asked that this article be printed in local chapter newsletters

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

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EAA's Case Against User Fees—continued

(Continued from page 4)

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

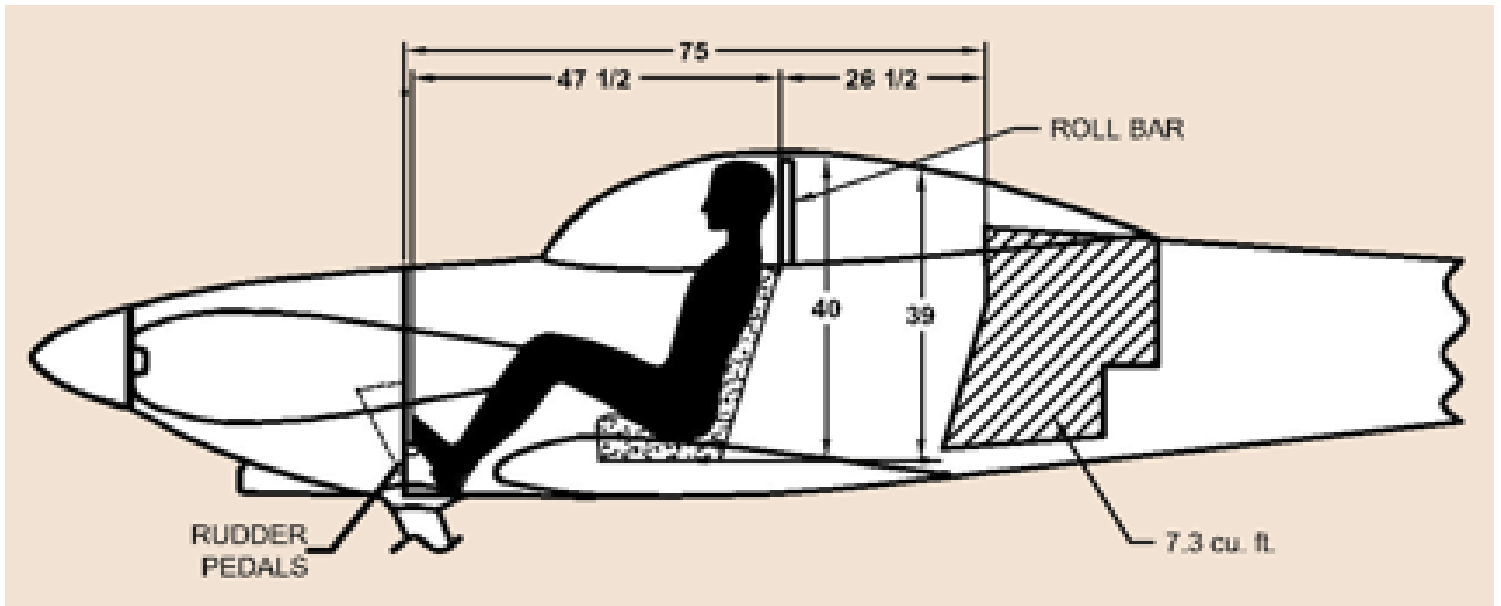
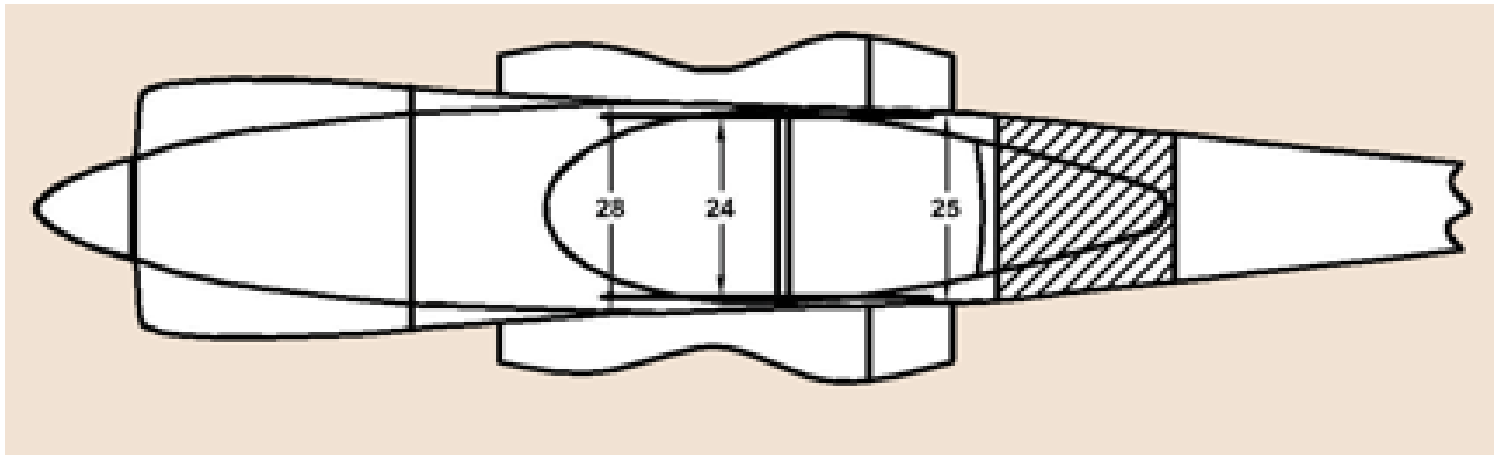
attempt to justify such an imbalanced, unfair, and flawed proposal? Their rhetoric asserts that "fat cats" in private jets should pay more for using the nation's ATC and other services. But it conveniently overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts 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 air-space.

[EDITOR'S NOTE: Concerned members are urged to write a letter or send a fax to the appropriate delegates in the U.S. House and Senate. Go to eaa.org, for links to an action-alert page with more information and instructions.]

RV-4 Specifications and Performance

Exterior Dimensions		<i>Solo Weight 1160 lbs</i>			
Span	23 ft	<i>Gross Weight 1500 lbs</i>	150 hp	160 hp	180 hp
Length	20 ft 4 in	<i>Empty weight and performance measured with fixed pitch wood propeller</i>			
Height	5 ft 5 in	Speed - Solo Weight			
Wing Area	110 sq ft	Top Speed	201 mph	205 mph	213 mph
		Cruise [75% @ 8000 ft]	189 mph	193 mph	201 mph
		Cruise [55% @ 8000 ft]	171 mph	174 mph	182 mph
		Stall Speed	48 mph	48 mph	48 mph
Weights		Speed - Gross Weight			
Empty Weight	905 - 913 lbs	Top Speed	200 mph	204 mph	212 mph
Gross Weight	1500 lbs	Cruise [75% @ 8000 ft]	188 mph	192 mph	200 mph
		Cruise [55% @ 8000 ft]	170 mph	173 mph	180 mph
		Stall Speed	54 mph	54 mph	54 mph
Loadings		Ground Performance - Solo Weight			
Wing Loading	13.64 lb/sq ft	Takeoff Distance	325 ft	300 ft	260 ft
Power Loading	10.0-8.33 lb/hp	Landing Distance	300 ft	300 ft	300 ft
		Ground Performance - Gross Weight			
		Takeoff Distance	475 ft	450 ft	400 ft
		Landing Distance	425 ft	425 ft	425 ft
Powerplant/Systems		Climb/Ceiling - Solo Weight			
Engine	150-180 hp	Rate of Climb	1,850 fpm	2,050 fpm	2,450 fpm
Propeller	Fixed or C/S	Ceiling	21,700 ft	24,000 ft	28,600 ft
Fuel Capacity	32 US gal	Climb/Ceiling - Gross Weight			
		Rate of Climb	1,500 fpm	1,650 fpm	1,950 fpm
		Ceiling	18,000 ft	19,500 ft	23,000 ft
Other		Range			
Baggage	50 lbs	Range [75% @ 8000 ft]	640 sm	640 sm	590 sm
		Range [55% @ 8000 ft]	790 sm	790 sm	725 sm

RV-4 Interior Dimensions and Baggage Area



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**Next Meeting Apr. 11,
'07
In the Airport Terminal**