

Newsletter



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Lincoln, NE

August, 2007 (special edition)

Special Edition

President's Message

Dennis Crispin



Ford TriMotor Tour

We are sending out an extra edition of our newsletter because we have a couple items that should be communicated before the next regular issue.

The big news is that we have a sponsor for the TriMotor. The Nebraska Ford Dealer's Association has agreed to become the major sponsor for our event.

This, of course, defines the way we will proceed with a great many details of organization and promotion. We will redo and reprint our posters and mini-flyers to include the names of our sponsors and contributors. As soon as we can get our new materials printed, we will get out another distribution to the members.

We have a lot of seats to fill and the success of our stop on the TriMotor Tour will depend upon how thoroughly we promote it. Be sure to put up a poster in the gas station, grocery store, barbershop, coffee shop, restaurant, post office, or other businesses that you might patronize. In addition to the posters that you put up in your own business or place of employment, give some posters and mini-flyers to friends and

ask them to distribute them for you. This could be especially helpful if the friend works in a place with high employment numbers.

GIVE A MINI-FLYER TO EVERYONE YOU MEET, EVERY DAY.

Be sure to take along material if you go to any fly-in, breakfast or other aviation event.

Don't worry about running out of material – we will keep printing it as long as necessary.

Cody Welsh, the field guy for the TriMotor tour will be in town in the next few days and will help us with the final details of getting ready for the Ford's arrival.

There has been a change in the plane's schedule; we will fly the media flights on Thursday September 20.

Many of our members have already committed to working a shift while we are flying passengers on the historic airplane. If you haven't signed up, contact Andy Lahr, and he will find a place for you on the schedule. Don't miss out on the fun.

User Fees

You are probably aware that there is a bill being considered in the United States Senate that would do an extreme reorganization of the Federal Aviation Agency. A key element in this legislation is the establishment of a system of user fees to finance the FAA and the Federal airway system. This means that there would be a charge (likely \$25.00) every time you filed a flight plan. There would be, in addition, hefty fees every time you

registered an airplane, got a license, or any other service from the FAA.

It takes no imagination at all to see that this would destroy a good bit of general aviation, and that it would severely curtail most recreational flying.

In the bill, there is a provision to exempt small piston powered airplanes from the fees. Anyone with the slightest experience with government programs knows that once the user fee genie is let out of the bottle, it will only be a matter of time before it will affect all aviation.

Although none of us like taxes, the present system of paying for the airway system with fuel taxes is very fair in that each individual or business pays for the services in exact proportion to the use that they make of it.

A fee system for the nation's airspace would be the aeronautical equivalent to putting a toll booth on the street in front of your house!

There are two reasons for the user fee proposal:

- 1 The airlines see this as a way to shift more of the costs of the airway system onto the backs of general aviation. There are massive and highly financed lobbying efforts underway by the airline industry.

2. The folks at the top of our government are trying to make political hay with some slight of hand legislation that might do them some perceived good at election time. It works like this: Taxes collected, and the use of the funds generated by taxes, are required by law to be a part of the federal budget process. However, fees and the way they are spent do not appear in the budget! So, come election time, your favorite politician can claim "I voted to reduce taxes by \$X Billion and to cut government spending by \$X Billion" when, in reality, all they have done is rename the programs.

In addition there is one other very bad feature of user fees. The FAA will be given the authority to set its own fee schedule, creating a government agency that can determine its own financing and expenditures without congressional oversight!

The fee system would create another large sub bureaucracy within the FAA – thousands of additional cashiers, accountants and computers to collect handle and process the fees.

So – What can you, Joe or Jill Sport Aviation Enthusiast, do about it? The EAA has launched a letter writing campaign to combat the fee provisions of Senate bill S. 1300 and to support House bill H.R. 2881, which doesn't include user fees.

WRITE LETTTERS, EXPRESSING YOUR OPPOSITION TO USER FEES, TO YOUR CONGRESSMAN AND SENITORS.

The following release from the EAA gives links to sample letters, information sites congressional addresses etc. Another key website is www.eaa.org/userfees. If you don't have web services and are reading this on hard copy, ask another club member to get you the needed information.

Attached is a *No User Fees* poster. Print a couple copies and put them up where your aviation minded acquaintances will see them. We will include a poster with mail copies of this newsletter.

DO IT TODAY. Congress will debate this issue when they return from their summer recess after Labor Day.

Notice title - "EAA Grassroots Action Required Now! Say No to User Fees!"

"Urgent Action Needed" - Notification to All EAA Members

On August 7, 2007, EAA sent a mass e-mail to all EAA members (with e-mail addresses on file) enlisting their immediate help in urging U.S. Senators and Representatives to reject user fees for general aviation.

The user fee debates are approaching their climax. When Congressional leaders return from their summer break on September 7, final debate will begin in earnest. Versions of H.R. 2881 and S. 1300 will be addressed by them shortly after September 7. Then it will be forwarded to a joint committee to work out differences between the two bills. After the joint committee approves a joint bill, the proposed legislation will go to the White House for the President's signature. This could occur within a two- to four-week period.

EAA is asking you, your friends, your neighbors, and airport partners to **WRITE NOW**.

Inform your elected congressional leaders **you support House Bill 2881 (no user fees) and are strongly opposed to the user fee sections of Senate Bill 1300.** .

Sample letters -
http://www.eaa.org/govt/sample_letters.html

Web link to August 7, 2007 mass e-mail -
http://www.eaa.org/govt/070807_userfees.html

Web link to user fee page - www.eaa.org/userfees/

To stay abreast of the user fee issues, we urge all EAA members to sign up for the EAA weekly electronic newsletter: *e-Hotline*. Sign up today -
<https://secure.eaa.org/ehotline/subscribe.html>

Questions? govt@eaa.org

EAA 569 Contact Information

President

Dennis Crispin
402-862-2892
ldovel@neb.rr.com
531 10th St.
Humboldt, NE 68376-9709

Vice President & Tech Counselor

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com
5641 Harding Dr.
Lincoln, NE 68521

Secretary

Rich Boelts
402-476-4030
rboelts@juno.com
1901 Preamble Lane
Lincoln, NE 68521

Treasurer & Tech Counselor

Tom Henry
H: 402-791-2116
W: 402-479-1540
tom.henry@duncanaviation.com
TomHenry3@aol.com
1360 S 96th Rd.
Firth, NE 68358

Tech Counselor

Doug Hill
H: 402-730-8126
W: 402-474-5074
captdrh@yahoo.com
920 Lakeshore Dr.
Lincoln, NE 68528

Newsletter Editor

Doug Volkmer
H: 402-483-1108
doug_rv7@yahoo.com
3720 Stockwell Circle
Lincoln, NE 68506



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John Cox
2279 County Road 2425
Dewitt, Nebraska 68541-2518