



# Chapter 42 Newsletter

February-March, 2009

Anchorage, Alaska

## Calendar of Events

**Breakfast Gathering  
April 11 -Village Inn  
720-Diamond Blvd-  
9:30 a.m.**

**Chapter Board Meeting  
April 7  
ReMax Office  
7 p.m.**

**April Educational Series-**  
Ernie Walker, FAA Inspector will give a video presentation of a landing incident with a PA-18 on April 14 at Morris Alaska.

**EAA March Monthly  
Chapter Meeting  
Landes Air Glass Skis  
March 24-7 p.m.  
3500 O'Malley Rd.**

Notice yearly chapter dues of \$24 for individuals, and \$25 for family memberships are due. You must be a current national member of EAA to be eligible for a chapter membership. See Gene Bjornstad to pay your dues.

**Members we are looking for  
photos and stories for the Air-  
men's Tradeshow EAA Chapter  
42 Booth**

## Another Zodiac CH-701 in the making



Jim Barreau who works with Pratt Aviation Services at Merrill Field with his Zodiac CH-701 project. Barreau is currently working on the fuselage that is pictured. Rumor has it that Dick Reeve is looking to build a CH-750.

## Airmen's Tradeshow Upcoming Let's Plan Ahead!

Spring is just around the corner and so is the Alaska Airmen's Association Tradeshow and Convention. We need volunteers and all chapter members to submit photos of their projects for a slide show of the various types of aircraft and building styles, from start to finish. This year we will have the booth, Tim Rittal's Sportsman on static display and the Begich Middle School Build a Plane project that will all point toward the Experimental Aircraft Association. Join other chapter members to see the various vender displays and attend the presentations on Saturday and Sunday May 2-3 and socialize with the aviation community. For more information contact Tim Rittal or Rob Stapleton.

## Left Seat...

By Lars Gleitsmann *Chapter 42 Government Affairs Specialist*

Dear Members,

Since Tim is on holidays, I was volunteered to do the 'Left Seat'. So you may imagine it all with a German accent.

I hate to be the harbinger of bad news yet again, but what we are facing here seems to me like a nightmare without end. With the LASP proposal of the TSA, some aviator may have unreasonably claimed: this doesn't concern us, it's only about big airplanes, but now the TSA has crafted a new security directive where they are targeting all airports that have any commercial activity whatsoever. This one goes in effect without any NPRM or other influence, it's "Effective Immediately". As you all can imagine, in Alaska there is no airport without commercial activity. At least in 13 years of flying here I never heard of one. Now the TSA says (in this security directive), that all airports like that have to comply with International airport type security measures. They have already started it at various airports in the "lower48". This means for all of us (you!) that we will have to undergo background checks, fingerprinting, etc. etc. (hey – I already got all that done on my end of things anyway!) and get badges issued to us and security key cards so that we can access our airplanes on our airports (yes, right, our airports – we the people – DOT's airports are the airports of the people of Alaska – us – read the constitution). If you guys land with your airplane at an airport that's not your home airport you will have to wait in your airplane and will not be allowed to leave your airplane and walk to the gate or the fuel station without being herded around by a security person or authorized person. All this will happen if the TSA gets what they want. There will be no more relaxed BBQ parties in Birchwood, there will be no more walking the dog or riding the bike around without mosquitoes in the summertime, there will be no curious little kid that comes to an airport and looks at airplanes with the dream to become a pilot ever again. Our European airplane spotter / aviation enthusiast friends will have real hard times taking nice pictures, and making easy contact with us at our airplanes by just walking up to them will not work any more. And never ever ever forget, the TSA says, we are all expected to pay for this, and mind you government services tend to be the most expensive services. Imagine: even private airstrips like Wolf Lake have to comply with this rule. One special part of this is a new rule that requires airport fuel stations and fueling installations to be guarded 24/7 365 days per year. With this crazy rule, almost all of those fuel stations will go out of business. They can barely survive with all the environmental issues and everything in recent days, and they will be totally out of luck if this rule gets enforced. Keep in mind somebody to guard a fuel station like that will be more expensive than a law enforcement officer because you need three of them so that the 24/7 watchdog function can be accomplished. This essentially will likely result in an annual bill of \$600,000 to legalize a single airport fueling installation. Now

### LASP effort made a difference

Our Chapter 42 Government Affairs volunteer representative did an outstanding job on getting out the word on the TSA's Large Aircraft Security Program proposal that required comments by the public before Feb. 27.

As a result of our work both the Alaska House of Representatives and the Senate were spurred into action and submitted and unanimously passed resolutions, HR 8, and SR6 that were sponsored by a score of legislators that passed their resolutions along to Governor Palin. Palin then wrote here own version and submitted it the head of the Transportation Security Administration asking for relief and a rewrite of the proposed Large Aircraft Security Program.

It started with a single meeting among 11 aircraft owners, who were concerned about the LASP Notice of Proposed Rule Making and its proposal. Our rep then set up two meetings with other owners and operators at the Alaska Aviation Museum. This was attended by 29 people and a representative from Senator Lisa Murkowski's staff. He then set up a meeting with Senator Mark Begich's staff also at the Aviation Heritage Museum in early February. Our government rep was accompanied by Paul Mills with AeroRecip to the FFAST PA-18 Safety meeting where they handed out fliers, a White Paper on the issue and posters informing pilots of the impending deadline and attended other EAA chapter meetings in Wasilla.

At this writing approximately 6,351 comments have been submitted to the TSA NPRM docket on the issue. Despite a scare that the comments that were submitted to the original first docket were not being counted, it looks as though some of the Alaska comments are starting to show up.

There will be no word from the TSA until all of the comments have been accounted for.

*Editor, Rob Stapleton, Chapter 42*

**TSA-Cont. from Page 2- Left Seat- Continued**

imagine if the owner tries to levy this cost by spreading it onto the fuel price per gallon. Certainly I would never ever buy a single gallon at the resulting price. If this law goes into effect, and as soon as it is enforced, we may end up with having an aircraft fuel station in Anchorage, one in Fairbanks, and one in Juneau. As soon as that is a reality we will not have any worries any more if avgas is an available fuel or not. TSA already issued orders with deadlines for compliance to airports and fuel-companies in the "lower48". -Too bad that I can't show you the laws that require this in writing, because the text of the security directive is a secret document. But I'll be glad to present you with the header text of it (see picture). I know what I know because the government advocacy EAA boss from Oshkosh called me this morning and he sounded like sheer panic. Again he urged that every pilot calls up every politician he can find and talks about it to everyone he considers a friend or family or basically anybody that's willing to listen. If we are not using our rights as citizens, the terrorists will have accomplished their

goal of terrifying us and taking away our freedom in a very strange perverted way. BTW, the Australian pilots already have to pay for very expensive Airport Access Cards. Every Year.

I really wish I had something good to tell you guys. ...- I got more parts rounded up for my airplanes. New Pistons, Valves, etc. ... - But if the legal basis for General Aviation continues to be eroded by a small minority of zealots, I fear our airplanes will only make very nice looking museum exhibits.

**Classified Advertising**

**Fast Build Lancair 320/360 kit-** In Anchorage 20% complete. Includes: hardware kit, Dynafocal engine mount, canopy front hinge kit, antennas, new epoxy machine and tools. Contact: David Hoffman-242-3752

**Wanted:** Students for a Sport Pilot Knowledge Test Ground School-Call Rob Stapleton, AGI 230-9425

**Wanted:** Aircraft engine for a Pietenpol Air Camper C-O-200, or an O-290 call Rob at the above number.

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**Monthly Meetings 4th Tuesday of most months**



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**Time to pay Chapter Dues!**

\$24 individual/\$25 family  
Please have your checks ready at the next few monthly meetings.

Dues are now payable on Jan.1, 09

**EAA Chapter 42 Newsletter Editor**  
**P.O. Box 242186**  
**Anchorage, AK 99524**



EAA Chapter 42  
**Monthly Breakfast**  
 Second Saturday of every month  
 9:30 a.m.  
**Village Inn and Pancake House**  
 720 West Dimond Blvd.  
 Anchorage

**EAA Chapter 42 Mission Statement:**  
 Promote, encourage and facilitate recreational aviation activities that provide educational opportunities. Have Fun!



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