

January, 2009

Anchorage, Alaska

## Calendar of Events

**Breakfast Gathering**  
Feb. 14th -Village Inn  
720-Diamond Blvd-  
9:30 a.m.

**Chapter Board Meeting**  
Feb. 3  
ReMax Office  
7 p.m.

**Educational Series-**  
"Special Use Airspace and  
Special Reporting Service" by  
Steve Denneson Kenai FSS  
7 p.m. Jan. 13, 2009  
Morris Alaska

### EAA Monthly Chapter Meetings

The January meeting will  
be held at the Alaska Avia-  
tion Heritage Museum at 7  
p.m. on the 27th.

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



George Dorman with the Pilgrim he is helping rebuild at the Alaska Aviation Heritage Museum at Lake Hood. This month's meeting will be held at the Museum to get a closer look and an update on this project. Join us on Jan.27 at 7 p.m. Photo by Rob Stapleton

**Obituary: The Death of General Aviation in the U. S.**  
**Deadlines loom for aviator comments, its quantity folks,**  
**make your opinion heard NOW!**

***Delta MOA Deadline is Jan. 19th***

***TSA 12,500 lb LASP deadline for comments is Feb. 27th***

Aviators!

Listen up!

This is the most serious danger to the very existence of General Aviation (GA) that we have seen so far in (YOUR!) Country, this is worse than the proposed changes that will destroy the 51-percent rule by the FAA. NOW is the time to raise your voice, if you don't, you may regret it later. The proposal of these onerous laws have never gone as far to remove our freedoms ever before! This could be the death of General Aviation in the U.S.

***Continued on page-3-***

## Left Seat...

By Tim Rittal  
Chapter 42 President

Here we are at the beginning of a brand new year 2009!! Wow, what a start with 10 straight days as I write of double digit below zero temperatures! With the new year comes a few reminders. Your Chapter 42 dues are on the calendar year and due NOW.

You can pay at one of the upcoming meetings or send them in to our treasurer. During the winter we will continue our education series the 2nd Tues of the month at 7pm and breakfast at the Village Inn on Dimond the 2nd Sat at 9:30am and our regular meetings the 4th Tues at 7pm. Watch the newsletter and website for times and topics.

We have some interesting events on the schedule. Rob has arranged for our Jan meeting at the Alaska Aviation Heritage Museum, Gale set up Feb with the Medallion program and Airglas (Landes skis) general Manager Chris Donnelly has agreed to give us a tour of their facility in March. Our Jan educational night will be Steve Denesen of Kenai flight Service on MOAs and Special Reporting, Feb looks like Ernie Walker from the FAA FFAST team and the rest is still up in the air with several prospects being pursued.

The 2009 Trade Show Committee has drafted a plan for our participation. Volunteers are needed and project pictures are needed for the planned slide show. Contact Rob Stapleton, Jim Moss or Lars Gleitsmann to offer your help and pictures for inclusion in the show. This year we are going to put a homebuilt on static display and label where all the parts came from and Vendors who had an involvement with the completion. My GlaStar is the likely candidate and I can assure you the list of vendors is loooong. We do contribute much to the local economy!

Last month I asked the membership if they had any young person interested in the Aeroscholars Program. So far, no one has expressed an interest. If we don't hear from anyone we will look for other ways to support up and coming pilots.

Finally, as I looked around the table at the board meeting I saw mostly the same old faces. It is time to get more new blood in there. I will be serving out the 2nd year of my term as president this year and would like to pass this on to someone with new ideas and perspectives. This summer we will begin seeking out nominees and electing new directors in the fall. Who among you would like a chance to lead? Let us know.

Safe Landings, *Tim*

### TSA-Continued from Pg. 1-

With a failing economy weighing heavily on taxpayers, the additional cost and burden of increased regulatory requirements become even more difficult to bear. As other industries and sectors of economic activity receive bailouts and regulatory relief to help them cope with hard times, the opposite is the case for general aviation's businesses and participants. These proposals will make it worse for General Aviation! Not only the FAA and the TSA but even Alaska's Department of Transportation wants to squeeze more money out of us as airport users, but personal flight is under pressure on several fronts: heavy-handed security measures; unjustified user fees; ill-conceived amateur-building requirements; unreasonable and extremely expensive modernization expectations; state and federal rules making suitable aviation fuel less available; misguided reactions to the stigma of "experimental" aviation's name; and other regulatory and policy initiatives that could threaten EAA members' access to, affordability of, an

participation in aviation. In the so called name of security the DHS and TSA are throwing at us a new regulation called the Large Airplane Security Program (LASP). This is a wolf in sheep's clothing. It's an onerous Airport security program that will cost ALL of US a lot of money. It is also a retirement scheme for retiring TSA agents to keep a very good salary as the auditors of private airplanes over 12,500 pounds gross weight (the plan is to later include smaller aircraft and cover all of GA). The LASP will make private airplane operations with planes over 12,500 pounds totally unreasonable. Also the LASP is yet another strike by the airlines to wipe out GA and wipe out the business and executive fleet in the USA—as the airlines see this as their competition. United Airlines and Alaska Airlines seem to be lobbying in that direction with all their might.

Meanwhile China, India, and Muslim countries are training their pilots in large numbers in the U.S to bolster their budding aviation industries.

Currently we are VERY discouraged to see that the TSA will not hold public hearings in AK (also none in Hawaii, which is equally harshly affected by the proposed rules). They are only holding hearings in the "Lower-48".

What will this new regulation require... LASP requires extremely expensive fences, gates, access code cards, and background checks for all individuals with access to airports that can handle airplanes over 12, 500 pounds. That includes Bush airports that are serviced by aircraft like the Beechcraft 1900, and Embraer Brazilia. Also the owners of those planes are required to apply for permission for every flight, and for their passengers and submit a manifest list for every flight--and have TSA approval before the flight. All people flying or dealing with anything around GA will have to undergo background checks and be vetted against the TSA's Terrorist Watch list.

This unfunded mandate will necessitate fees by us—as there is no free security service.

Piston and historic aircraft should be exempt from this new rule, and Alaska should be excluded....But NO the TSA is not planning on any exemptions!

**TSA-Cont. from Page 2-**

It is only logical that the TSA complete their due diligence by holding a meeting here. No other state relies on Aviation as much as we do—yet DHS and TSA don't get it. There are many planes in Alaska that will be directly affected and their operation will be made unfeasible, like executive jets used for business as well as two C-119s, four DC-3s in Palmer, two Grumman Albatross, eight Short's Skyvan, two C-123s, and three DC-4s. The costs of this onerous rule will eventually affect all of us.

The Airport part of this LASP rule is more of a strong arm, ham-fisted approach of the "one size fits all" bureaucracy. Many airports will be forced to use this regulation—thus become more expensive. If this onslaught of bureaucracy continues, we will see GA die in our lifetime. There are few who doubt this doom and gloom prediction. It appears that once this Large Aircraft rule passes you can see it would be possible to create similar restrictions for aircraft under 12, 500 pounds! Don't we want to preserve GA for our children and grandchildren? I do!

Please respond, and help defeat this issue. Every individual builder and pilot needs to respond to this or the efforts of the EAA, AOPA lobbying for us will have been in vein.

Best regards,

Lars Gleitsmann

EAA Chapter 42 Anchorage, (Director of Government Affairs)

Look for details of how to respond on the EAA homepage at [www.eaa.org](http://www.eaa.org), or [www.eaa42.org](http://www.eaa42.org), or [www.aopa.org](http://www.aopa.org)

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

**Delta Military Operations Area**

A large section of Alaska will be made into a NO FLY ZONE by the Delta MOA becoming Permanently (Hot). The deadline for written comments is **Jan. 19th**, -Please send your comments to:

**Mr. James W. Hostman, 611 CES/CEAO, 10471 20th Street, Suite 302, Elmendorf AFB, AK 99506-2200**

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

**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



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

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