

VAA NEWS

A Foot in the Slamming Door

EAA, lawmakers stand up against FAA's through-the-fence policy

It's a perfect morning; the sun is just beginning to glow in a cool blue sky, and there is not a wisp of wind. It's a great day for flying, you think, as you step out of your house into your hangar, do your preflight,

and taxi directly to the runway.

The ultimate dream for many EAA and VAA members and other aircraft owners is to have instant access to their airplane and a runway, just as drivers do to their car and the street. Imagine, then, if you backed out of your driveway one morning, turned the corner, and found a gate smack across the

road that led to the highway out of town.

That's the situation aircraft owners who currently have or might want future access to the nation's publicly owned airports could face. The FAA's proposed new through-the-fence (TTF) policy would cut off the ability to connect with the very transportation system that en-

Phillips 66, Skiles Team Up to Support Chapters

During EAA AirVenture Oshkosh 2010, Phillips 66 Aviation awarded three lucky EAA chapters with special support for one of their upcoming Young Eagles events. Three Phillips 66 Aviation fixed-base operators (FBOs) hosted the chapter events—EAA Chapter 237 (Blaine, Minnesota) at Cirrus Flight Operations, EAA Chapter 579 (Aurora, Illinois) at J.A. Air Center, and EAA Chapter 810 (Payson, Arizona) at Payson Aviation. Included in the package were special fuel discounts, promotional support, and an appearance by Young Eagles co-chairman Jeff Skiles.

Each of the events enjoyed beautiful weather, and Skiles was able to fly his bright red 1935 Cabin Waco

to the Illinois and Minnesota rallies. Other EAA member volunteer pilots joined Skiles in the usual variety of aircraft present at Young Eagles events, everything from vintage airplanes to sleek homebuilts.

"That was amazing," exclaimed 14-year-old Clara Jordan after her flight with Skiles. The excited Minneapolis teen could barely talk as Skiles handed her a Young Eagles certificate. "I actually got to fly his plane," she said, her smile wide. "I, uh, uh, wow. I can't wait to go flying again."

Phillips 66 wanted to do something special to recognize EAA chapters and their efforts to fly Young Eagles and promote general aviation to the public.

"We thought that bringing Jeff Skiles, an aviation hero, to Young Eagles rallies at our FBOs was a sure way to ramp up interest for general aviation," explained Rod Palmer, manager of general aviation at ConocoPhillips.

Skiles—an aviation legend since he and Capt. "Sully" Sullenberger safely guided a planeload of passengers to an emergency landing on the Hudson River in 2009—charmed both wide-eyed youths and local EAA volunteers with his easygoing ways and his beautiful Waco. Children, parents, and EAA volunteers lined up to grab an autograph or a story from Skiles, while those lucky enough to take flight in the Waco had their Young Eagles logbook signed by aviation's most famous first officer.

"Young Eagles is one of the best ways to ensure the future of aviation," Skiles said. "And when you pull up to a rally in that 1935 Waco, people tend to get excited about aviation."

The volunteer coordinator for EAA Chapter 237, Joseph Gmitter, agreed.

"When I was a kid, I wanted to go flying but never got the chance," Gmitter explained. "I hung out at the airport, visited the hangar, got to touch the planes. But I wanted to fly."

With the nation's largest FBO network, Phillips 66 Aviation has long supported Young Eagles as the program's presenting sponsor. Since 1994, Phillips 66 Aviation has also provided a \$1-per-gallon discount for Young Eagles pilots.



MARK KLEIN

Jeff Skiles in the cockpit with Noah Berg, 13, at Cirrus Flight Operations.

ables the freedom of flight. The FAA originally wanted to end all current TTF agreements on public-use airports and ban any future ones.


EAA's advocacy staff and many members quickly made it known that that was not acceptable. EAA even created a plan that would allow the FAA to give local jurisdictions the option of writing such agreements, while maintaining prudent safety and security precautions.

The FAA then proposed to allow current TTF arrangements to remain in effect until the existing agreements came up for renewal; then those TTF operations would be banned, too...eventually allowing the FAA to slam the door on that ultimate dream completely. Did the FAA hope that by quieting the most vocal opponents it could eventually accomplish its long-term policy direction?

Cutting off local TTF arrangements also slices the economic opportunities available to many airports through aviation-related growth, not to mention the free-

dom to use the aviation infrastructure created for all pilots. In addition, blocking such arrangements may allow non-aviation developments to encroach on local airports. Such developments often lead to calls for airport closures or create land-use and noise disputes.

In late September, U.S. Rep. Sam Graves (R-Missouri), a longtime pilot and EAA member, and U.S. Rep. Tom Petri (R-Wisconsin), who represents the Oshkosh area, scheduled a public hearing before the House Transportation Subcommittee. Graves directly told the FAA that a one-size-fits-all approach to local airport issues is not the way to go.

In addition, EAA and VAA lifetime member Dr. Brent Blue, a longtime member of EAA's Aeromedical Advisory Council, testified how his Wyoming airport benefits from these arrangements and how aviation access would be crippled by the FAA's new policy. EAA fortified his testimony with written comments included in the hearing's record. For a link to EAA's comments, visit www.SportAviation.org. 

EAA Calendar of Aviation Events Is Now Online

EAA's online Calendar of Events is the "go-to" spot on the Web to list and find aviation events in your area. The user-friendly, searchable format makes it the perfect web-based tool for planning your local trips to a fly-in. We invite you to access the EAA online Calendar of Events at <http://www.eaa.org/calendar/>

Upcoming Major Fly-Ins

U.S. Sport Aviation Expo

Sebring Regional Airport (SEF),
Sebring, Florida
January 20-23, 2011
www.Sport-Aviation-Expo.com

Sun 'n Fun Fly-In

Lakeland Linder Regional Airport
(LAL), Lakeland, Florida
March 29-April 3, 2011
www.Sun-N-Fun.org

AERO Friedrichshafen

Messe Friedrichshafen,
Friedrichshafen, Germany
April 13-16, 2011
www.AERO-Friedrichshafen.com/html/en

Virginia Regional Festival of Flight

Suffolk Executive Airport (SFQ),
Suffolk, Virginia
April 30-May 1, 2011
www.VirginiaFlyIn.org

Golden West Regional Fly-In and Air Show

Yuba County Airport (MYV),
Marysville, California
June 10-12, 2011
www.GoldenWestFlyIn.org

Arlington Fly-In

Arlington Municipal Airport (AWO),
Arlington, Washington
July 6-10, 2011
www.ArlingtonFlyIn.org

EAA AirVenture Oshkosh

Wittman Regional Airport (OSH),
Oshkosh, Wisconsin
July 25-31, 2011
www.AirVenture.org

Colorado Sport International Air Show and Rocky Mountain Regional Fly-In

Rocky Mountain Metropolitan Airport
(BJC), Denver, Colorado
August 27-28, 2011
www.COSportAviation.org

WHAT OUR MEMBERS ARE RESTORING

Are you nearing completion of a restoration? Or is it done and you're busy flying and showing it off? If so, we'd like to hear from you. Send us a 4-by-6-inch print from a commercial source (no home printers, please—those prints just don't scan well) or a 4-by-6-inch, 300-dpi digital photo. A JPG from your 2.5-megapixel (or higher) digital camera is fine. You can burn photos to a CD, or if you're on a high-speed Internet connection, you can e-mail them along with a text-only or Word document describing your airplane. (If your e-mail program asks if you'd like to make the photos smaller, say no.) For more tips on creating photos we can publish, visit VAA's website at www.vintageaircraft.org. Check the News page for a hyperlink to Want To Send Us A Photograph?

For more information, you can also e-mail us at vintageaircraft@eaa.org or call us at 920-426-4825.

