

VAA NEWS

Canada Flight Centennial an Oshkosh Highlight

Thousands of Canadian aviation enthusiasts annually trek to Oshkosh, and this year they'll have another reason to be here: to com-

memorate the 100th anniversary of the country's first successful powered flight.

EAA is planning to commemorate the occasion with a number of aircraft and activities.



Large historic aircraft such as this restored Martin 4-0-4 would be subject to onerous security regulations if the TSA proposal becomes law.

GA Greets LASP Hearings With Loud Opposition

If the first two public hearings on the Large Aircraft Security Program (LASP) were any indication, public outcry is virtually unanimous in opposition to the sweeping new regulations proposed by the Transportation Security Administration (TSA). Aviation enthusiasts and industry representatives sounded off against the proposed rules the TSA wants to impose on Part 91 operations and aircraft weighing 12,500 pounds or more.

At the first hearings held January 6 at Westchester County Airport in White Plains, New York, about 200 people attended, including Joe Gauthier, EAA 31860, of Cromwell, Connecticut.

"It was an interesting meeting," said Gauthier, who serves on the EAA Homebuilt Aircraft Council. "Those who spoke stressed there are huge problems with the rule. The overall consensus was that it doesn't make any sense and would be prohibitively costly and operationally negative for many operators."

Two days later another hearing was held in Atlanta, drawing about 225 people saying many of the same things; essentially, the program is unreasonable. Connie Bowlin, a director of EAA Warbirds of America, testified, telling the panel, "The implementation and maintenance of these proposals will be so cost-prohibitive as to eliminate the ability of many to operate their aircraft. This will impact all of aviation, in particular the 'small operator' including personal and business aviation and the operators of historic aircraft.

"In the case of the large, historically significant or classic aircraft, they are operated by dedicated individuals and organizations with a goal of preserving our nation's rich aviation heritage. At a minimum, the classic and historic aircraft should be exempt."

Many in aviation fear that this security program will eventually trickle down from the 12,500-pound benchmark to all of aviation, thus ending freedom of flight as we know it. There is still time for our collective voices to be heard on this important issue. Visit the EAA website at www.EAA.org/govt/tsa.asp and take a few minutes to send your comments to the TSA before February 27, 2009. (Read EAA's briefing paper at www.EAA.org/govt/lasp_briefing.pdf.)

"EAA AirVenture 2009's recognition of 100 years of flight in Canada is a magnificent opportunity to show our global friends the contributions, spirit, and pride of Canadian aviation," said Jack Dueck, an EAA member from High River, Alberta, who edits the *Bits and Pieces* e-newsletter for EAA members in Canada. "If you're one of those Canadians who dreamed of one day making it to Oshkosh, this is the year to do it! We can show our proud colours at AirVenture Oshkosh during our flight centennial year with the entire world of flight."

Canadian aircraft and pilots who have been a part of the EAA AirVenture celebration in the past include the Snowbirds aerobatic team, the world's only flying Lancaster bomber in Royal Canadian Air Force markings, and dozens of unique homebuilt, vintage, and other aircraft. Many Canadian members have also been Oshkosh volunteers during the event for a half-century.

Specific programs and activities will be announced as they are finalized. As those activities are confirmed, complete information will be available at www.AirVenture.org, which also includes valuable information regarding flying to Oshkosh from Canada, as well as admissions and housing information.



406 MHz ELTs Required in Canada by 2011

Transport Canada (TC) is moving forward with a rule requiring virtually all aircraft operating in Canadian airspace to have 406 MHz emergency locator transmitters

(ELTs) on board within two years of February 1, 2009. Despite requests from general aviation pilots at home and abroad, TC will not make any exceptions other than gliders, balloons, ultralights, parachute aircraft, and a limited number of other operations.

The rule is inspired by the International Civil Aviation Organization (ICAO) standard requiring the newer digital units for commercial international flights. Search and rescue satellites are scheduled to stop monitoring the current 121.5 MHz standard on February 1, 2009.

Denis Browne, chairman of the EAA Canadian Council, feels the requirement goes beyond the ICAO standard. "Transport Canada seems to be exceeding the requirements of other jurisdictions by requiring virtually all aircraft to be so equipped," he said. "In effect they are going further than any other jurisdiction regarding non-commercial flights."

TC anticipates at least a two-year transition period in which a blanket exemption would be in effect to allow thousands of Canadian aircraft to comply with the rule. The proposed exemption would allow flight in Southern Canada (below 50° latitude east of 80° longitude/below 55° latitude west of 80° longitude) with an installed 121.5 MHz ELT.

In the United States, the FAA does not plan to adopt the 406 MHz ICAO standard for domestic-only flights. EAA therefore requested that U.S.-registered aircraft 12,500 pounds gross weight or less with a maximum five seats be exempted from the 406 MHz rule, claiming an equivalent level of safety under the U.S. ELT regulatory requirements.

Since most U.S. aircraft owners will likely choose not to spend the estimated \$1,000 (plus installation) to equip their aircraft, a sharp decline in tourism and business flights by U.S.-registered aircraft into Canada is expected. TC also denied EAA requests to allow U.S. pilots to use less costly 406 MHz personal locator beacons in-



COURTESY GLENN H. CURTISS MUSEUM

Silver Dart Centennial

One hundred years ago this month—on February 23, 1909—John Alexander Douglas McCurdy flew the Aerial Experiment Association's (AEA) *Silver Dart* at Baddeck Bay, Nova Scotia, marking the first flight in the British Commonwealth.

The *Silver Dart* was the culmination of two year's work by the AEA. Founded in the fall of 1907 by telephone inventor Alexander Graham Bell, and funded by Mrs. Bell, the AEA's members were Dr. Bell, John Alexander Douglas "Doug" McCurdy, U.S. Army Lt. Thomas Selfridge, F.W. "Casey" Baldwin, and Glenn H. Curtiss. In addition to experiments with Dr. Bell's kites, three fixed-wing aircraft (in the normal convention of the day, they called each an "aerodrome") were built by the group before the fourth, dubbed the *Silver Dart* due to its silver silk covering, was built in the fall of 1908 and first flown by McCurdy in Hammondsport, New York, on December 6, 1908. Powered by a 50-hp Curtiss V-8 engine, Aerodrome No. 4 was moved the next month to Baddeck, Nova Scotia, where it was flown from the frozen surface of Lake Bras d'Or on February 23, 1909. In *Home Notes*, Volume 58, McCurdy wrote:

"The *Silver Dart* . . . rose from the ice after travelling about 100 feet & flew at an elevation of about 10-30 feet directly east for a distance of about a half mile. Landed without any jar whatsoever. The speed I should judge about 40+ miles per hr."

Years later, in a 1944 radio interview for the Canadian Broadcasting Corporation, McCurdy recalled the events of that day:

"The whole scene is still very vivid to me. It was a brilliant day in more ways than one. The sun was glaring down on the ice of Lake Bras d'Or, which is near Baddeck. The town had turned out in a festive mood, done up in mufflers and heavy fur hats.

"The town, by the way, consisted largely of very doubtful Scotsmen. Most of them were mounted on skates—the kind you strap to your feet. They didn't say much—just came to wait and see.

"The aircraft, or aerodrome as it was called in those days, which we had christened the *Silver Dart*, was surrounded by people. During the early afternoon it was wheeled into place. The propeller was cranked, and with a cough, the motor snorted into place. I climbed into the pilot's seat. With an extra special snort from the motor, we scooted off down the ice.

"Behind came a crowd of small boys and men on their skates—most of them still doubtful I would fly. With a lurch and a mighty straining of wires we were in the air. It was amusing to look back and watch the skaters—they seemed to be going in every direction—bumping into each other in their excitement at seeing a man actually fly.

"In taking off I had to clear one old Scot, so doubtful I would fly, that he had started off across the ice with his horse and sleigh. I think they both had the daylight scared out of them. I traveled three-quarters of a mile at a height of about 60 feet before again coming to the surface of the ice. I will say, the doubting ones overcame their feelings in short order."

For more on the Canadian Centennial of Flight, visit www.FlightOfTheSilverDart.ca and www.SilverDartReplica.com. An interesting article written by McCurdy's grandson, Gerald Haddon, is published on www.VintageWings.ca, the terrific website of the Vintage Wings of Canada collection in Gatineau, Ontario.

stead of an installed 406 ELT, as well as exempting pilots who fly common/direct flight routes over Canada between the Northeastern U.S. area and the Midwest with no intention of landing at a Canadian airport.

EAA Canadian Council Members Named

To better serve Canadian members, EAA President Tom Poberezny confirmed new appointments to the restructured EAA Canadian Council. They are Mike Bourget of Orleans, Ontario; Denis Browne, of Campbell River, British Columbia; Jack Dueck, of High River, Alberta; Paul Dyck, of Winnipeg, Manitoba; and Lloyd Richards, of Timmins, Ontario.

The council members serve as volunteers, working to help Canadian members get the most out of their membership, while also communicating their needs and aspirations to EAA headquarters. Read more about the members at www.EAA.org/bitsandpieces/articles/2009-01_council.asp.

Subscribe to *Bits and Pieces*, EAA's e-newsletter for Aviation and Canada, at www.EAA.org/bitsandpieces/subscribe.asp.

EAA Editor in Chief

EAA has an excellent opportunity for an editor in chief to provide leadership across the organization's entire range of printed and electronic publications. The editor in chief will play a key role in implementing an exciting strategic vision for EAA's future. This will include a reshaping of EAA's printed publications while also developing a closer interrelationship with rapidly growing electronic publications, websites, and online communities.

This is a unique leadership position within EAA, responsible for formulating and implementing editorial policy, managing related budgets, and developing a world-class team of staff and outside contributors.

Qualified candidates will have a minimum of ten (10) years of demonstrated experience in editorial op-

erations, including proven success in a leadership role and experience with a broad range of electronic communications, such as e-mail publications, websites, blogs, wikis, and online communities. The successful candidate will have a strong passion for EAA's mission to serve the needs and interests of a diverse membership and possess a broad knowledge of the wide range of aircraft, people, issues, and other subject matter that are represented under the banner of EAA. Pilot credentials, technical knowledge, and/or aviation background are strongly preferred.

For consideration, send résumé, cover letter, and salary history to hr@eaa.org or to EAA, Attn: Human Resources, P.O. Box 3086, Oshkosh, WI 54903-3086. A complete position description can be found at www.EAA.org/careers.

New Aviation Event Grows From Rocky Mountain Fly-In

Colorado Sport Aviation Inc. (CSA) will hold the first Colorado Sport International Air Show and Rocky Mountain Regional Fly-In (RMRFI) at the Rocky Mountain Metropolitan Airport in Denver, Colorado, on August 22-23, 2009. This new event brings a substantial general aviation air show and fly-in to the Denver metro area, making it easily accessible to flight enthusiasts.

The RMRFI was held for 29 years at three different locations: Greeley, Longmont, and most recently at the Front Range Airport in Watkins. There was no event in 2008, as the organization committed its resources to relocating the event.

"We are anticipating something truly spectacular as we work together to incorporate the successful annual Metro Airport Open House into our event," said Jim Cimiluca, CSA's president and event chairman. "Metro Airport's added on-site capabilities and easy access to many local businesses, accommodations, and restaurants in the Denver metro area will also enable the event to reach its de-

sired future potential."

Metro Airport is located on the northwestern edge of the Denver metropolitan area and just southwest of Boulder.

For event information, including additional services and available amenities, visit www.COSportAviation.org. Organizers are also looking for volunteers for the event and ask those interested to visit the website for a list of opportunities.

2009 Biplane Expo Is Grand Finale

The chairman of the National Biplane Association (NBA), Charlie Harris, has announced that the 2009 event will be the last hosted by the NBA. Scheduled for June 4-6, 2009, the world's largest gathering of biplanes has been attracting these wonderful airplanes from across the United States for 22 years, and it's been the go-to event for biplane enthusiasts since its inception.

Citing generational factors, staffing issues, declining attendance, and event costs, the NBA board of directors made the difficult decision this past fall. In a letter to NBA members mailed this past December, Chairman Harris noted that the association plans to conduct the 23rd and last Biplane Expo as *The Grand Finale*, with the same format as previous events, including special guests, forums, evening programs, and dinner.

The NBA will continue to exist as arrangements are made to perpetuate the Biplane Center and NBA Memorial Center at Bartlesville, Oklahoma.

For more information, write to the National Biplane Association, P.O. Box 470350, Tulsa, OK 74147, call 918-665-0755, or visit its website at www.NationalBiplaneAssn.org.

Calendar of Events

For a list of regional fly-ins and national EAA-oriented events, please see our abbreviated calendar of events on page 33. For details on EAA chapter fly-ins and other local aviation events, visit www.EAA.org/events.