

VAA NEWS

VAA's 2009 Friends of the Red Barn Campaign

Next month each of you will be receiving a letter concerning the VAA Friends of the Red Barn (FORB) campaign. The Vintage Aircraft Association has, by necessity, elected to underwrite a portion of its yearlong activities with funds outside of the regular membership dues. The proceeds from this fund pay for all sorts of volunteer activities and improvements to the VAA area, as well as supporting VAA advocacy efforts and educational endeavors. The addition of the FORB funds to our annual operating budget allows the VAA to keep our dues as low as possible. Your annual contribution made in the first half of 2009 will directly benefit this year's convention activities and VAA programs throughout the year.

We ask that you consider actively participating in the 2009 VAA Friends of the Red Barn campaign. Your donation may be tax-deductible to the extent allowed by law, and you can enhance your participation if you work for a matching-gift company. You can do so by copying, filling out, and then sending in the form included on these pages; by filling out and sending in the form included in the mailing that arrived in your mailbox; or by donating online at www.VintageAircraft.org/programs/redbarn.html. If you desire more information concerning the VAA's Friends of the Red Barn campaign, feel free to give us a call at 920-426-6110. We'd be happy to speak with you!

Type Club Concerns

In an effort to add to the ways the type clubs can communicate in an efficient manner with the FAA's Small Airplane Directorate, the VAA will again facilitate a series of meetings for clubs that ask for a meeting with the FAA during AirVenture.

"The Small Airplane Directorate responds to the public's concerns throughout the year and in

as timely a way as possible," notes John Colomy, manager of the Small Airplane Directorate's Standards Office. "Although some type clubs contact the directorate whenever they have issues, in the past they may have waited to discuss their concerns at the annual meeting of all type clubs held during previous years at EAA AirVenture. In order to improve communications, the EAA and the FAA have agreed to try a different approach."

We ask that any issues the type clubs may have with the FAA be sent

to VAA headquarters by April 30. During the month of May we will compile the issues in a list and forward them to Kim Smith, the manager of the FAA's Small Airplane Directorate in Kansas City.

Kim and her staff will then directly contact the clubs, working to address the issues during the first part of the summer and, if need be, meeting with the individual clubs during AirVenture.

After AirVenture, the Small Airplane Directorate will report back to EAA regarding the issues brought for-



Replica Golden Age Racer Makes First Flight

Another incredible replica of a golden age racer has taken to the skies at Flabob Airport in Riverside, California. Thanks to the vision and resources of EAA President's Council member Tom Wathen and the talents of Mark Lightsey and his colleagues at Aerocraftsman Inc., an Avions Caudron C.460 flew for the first time on January 28. Among those who helped build the replica are recent graduates of the Wathen Aviation High School.

The airplane gained fame at the 1936 National Air Races in Los Angeles, when it shocked its American counterparts by sweeping both the Greve and Thompson trophies. The replica is faithful in size and design in every respect except for the engine (a Fairchild Ranger is under the cowl, doing excellent stand-in work for the original six-cylinder Renault Bengali), and the C.460 is finished in glossy French racing blue.

"Obviously a plane with only 50 minutes on it is far from proven, but it flew fine," reported Lightsey, who made the maiden flight. With the landing gear down and the power at 27 inches and 2700 rpm, it was cruising around the pattern at 165 mph.

The project follows in the footsteps of the other replica racer projects done at Flabob, including the Miles & Atwood Special, Brown B-2 racer Miss Los Angeles, Gee Bee Z City of Springfield, Laird-Turner Special, and de Havilland Comet racer. All were built and flown from the airport, with notable aviation talents like the late Bill Turner and Ed Marquart having a major part in their creation.

The Caudron replica will be transported to Europe for this summer's flying season, including appearances at the Paris Air Show and the Geneva Classics event in October. Since the airplane will be out of the country, it will not be at EAA AirVenture Oshkosh, but plans are being made to have the racer at the annual EAA convention in 2010.

ward and their disposition.

This process will replace the “large room” meeting previously held during the convention. In that way, EAA can help facilitate how issues can be addressed more proactively than we’ve been able to in the past, and the FAA and EAA can give all type clubs an equal opportunity for their concerns to be addressed. We ask that only the head of each type club send a letter; if you’re a member of a type club and you feel the club should address a specific problem, please contact the club directly and ask that the issue be added to the club’s list of concerns. Club presidents or their designated representatives should send their letter to:

Vintage Aircraft Association
Attn: Type Club Issues
P.O. Box 3086
Oshkosh, WI 54903-3086

Or you can e-mail your letter to vintageaircraft@eaa.org. Only those issues brought forth in writing will be added to the list, and again, please ensure your message is submitted by April 30, 2009.

New International ELT Regulations in Effect Outside U.S.

The Search and Rescue satellite system officially stopped monitoring 121.5 MHz emergency locator transmitters (ELTs) on February 1, 2009, and now only monitors the newer 406 MHz units. The International Civil Aviation Organization adopted 406 MHz as the international standard for ELTs, abandoning 121.5 because of the high false-positive signal rate.

In the United States, the Federal Aviation Administration (FAA) has not proposed any changes to Federal Aviation Regulation 91.207 (the regulation requiring ELTs in most airplanes), meaning aircraft owners with 121.5 MHz ELTs installed will continue to meet the regulation requirements. 121.5 MHz ELTs will continue to be monitored, but only by ground-based facilities and airborne aircraft that happen to have their VHF receiver tuned to 121.5. Finding a downed airplane equipped with a 121.5 MHz ELT will therefore

be more difficult.

This may be reason enough for some airplane owners to upgrade their ELT. A less-expensive but potentially effective option for U.S. aircraft owners would be to consider a manually activated 406 MHz personal locator beacon (PLB), which sends out a distress signal on 406 MHz, or a SPOT tracking device. Either could be a great supplement to the current ELT installed in the airplane. But neither a SPOT nor a PLB meets the regulatory requirement of 91.207 and cannot be considered as meeting the require-

ments of the regulation.

Several other countries require, or are in the process of adopting, 406 MHz units

• **Canada**—Transport Canada is adopting a policy requiring a 406 MHz ELT installed in all aircraft, implemented during a two-year conversion period. (Details not yet finalized.)

• **Mexico**—Aircraft with a 121.5 MHz ELT installed are okay for operations in Mexico until July 1, 2009, or until the next mandatory ELT battery replacement, whichever comes first. A 406 MHz ELT is

EAA B-17 Tour Set for Takeoff in April



Aluminum Overcast, EAA’s restored B-17 bomber, returns to the sky on Friday, April 3, in Chino, California, the first stop of nearly 60 planned for the 2009 Salute to Veterans national tour.

The first tour segment includes 16 stops

in five states between April 3 and June 3. The tour continues with the airplane back “home” for AirVenture July 27-August 2, then back on tour through December.

The national B-17 tours have taken place each spring and fall since 1994. Since then, tens of thousands of people have experienced this unique airplane through its flights and aircraft ground tours.

For more information regarding flights and ground tours, visit www.B17.org or contact EAA’s B-17 Tour Office at 800-359-6217. Special pre-book rates on flights are available for EAA members and non-members, and group ground-tour rates are available for schools or other large groups.

First Leg—2009 EAA B-17 *Aluminum Overcast* Salute to Veterans Tour

- April 3-5, Chino, California (Host: EAA Warbird Squadron 16)
- April 7-8, San Diego, California (EAA Chapter 14)
- April 10-12, Torrance, California (Torrance Air Fair Association)
- April 14-15, Camarillo, California (EAA Chapter 723)
- April 17-19, Van Nuys, California (EAA Chapter 40)
- April 21-22, Visalia, California (EAA Chapter 262)
- April 24-26, Hayward, California (EAA Vintage Chapter 29)
- April 28-29, Stockton, California (EAA Chapter 1432)
- May 1-3, Napa, California (EAA Chapter 167)
- May 5-6, Truckee, California (EAA Chapter 1073)
- May 8-10, Sacramento, California (EAA Chapter 52)
- May 12-13, Redding, California (EAA Chapter 157)
- May 15-17, Portland, Oregon (EAA Chapter 105)
- May 20-26, Seattle, Washington (EAA Warbird Squadron 2)
- May 29-31, Ogden, Utah (EAA Chapter 23)
- June 3-9, Denver, Colorado (Wings Over the Rockies Air & Space Museum)

required after that date.

• **Bahamas**—All general-aviation aircraft are allowed to use 121.5 MHz ELTs until February 1, 2011.

If you have any questions, please contact EAA Aviation Services at info@EAA.org or call 888-322-4636.



Pietenpol Air Camper Turns 80

Group flight to Oshkosh, special activities planned for AirVenture

In the late 1920s, Bernard Pietenpol, of Cherry Grove, Minnesota, dreamed of designing an inexpensive homebuilt airplane using commonly available materials, powered by an auto engine. Eighty years later, his creation—the Pietenpol Air Camper—endures as a popular homebuilt design built, loved, and flown by thousands of aviation enthusiasts the world over.

EAA will honor Pietenpol's design—a two-place open-cockpit airplane of wood construction powered by a four-cylinder Ford Model A automobile engine—at AirVenture Oshkosh 2009. Bill Rewey (EAA 42474) of Verona, Wisconsin, is helping organize a gathering of Air Camper builders, pilots, and planes to participate in the celebration.

"Right now we're talking about flying up from Brodhead (Wisconsin) on Sunday morning (July 26) in autonomous groups of five," said Rewey, a member of the Brodhead Pietenpol Association type club, which convenes its reunion the weekend before Oshkosh. "We are also encouraging those with radios to use the regular Fisk approach." Arriving Air Campers will have reserved parking south of Homebuilders Headquarters near the old main entry arch.

Rewey will also change the format of his annual Pietenpol forum, traditionally held on Tuesday morning

during AirVenture. "Instead of my traditional discussion of the airplane, we'll have individual builders attend and spend a few moments each talking about their airplanes," he said.

Also being planned during AirVenture is a special reception for builders and Air Camper pilots at EAA's Pietenpol Hangar on Pioneer Airport. On display there is Bernard's own N12937, which was built in 1933 and is considered the oldest Air Camper in existence.

EAA further honors the Air Camper this year by depicting the airplane on the "I Flew My Homebuilt" patch given to all homebuilders registering at Homebuilders Headquarters.

Look for more information as events and activities are confirmed at www.AirVenture.org. Pietenpol owners wishing to participate at Oshkosh should visit the Brodhead Pietenpol Association website, www.Pietenpol.org.



Canada's First Flight to Be Commemorated at Oshkosh

Thousands of Canadian aviation enthusiasts annually trek to Oshkosh to participate at EAA AirVenture because of their passion for flight. This year they'll have another reason to be here, as EAA commemorates the 100th anniversary of Canada's first successful powered flight.

On February 23, 1909, John Alexander Douglas McCurdy flew the Silver Dart at Baddeck Bay, Nova Scotia, marking the first flight in the entire British Commonwealth. EAA is planning to celebrate the centennial during AirVenture.

"This 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-news-

letter 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 during our flight centennial year with the entire world of flight."

Among Canadian aircraft and pilots scheduled to take part are 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.

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.

Subscribe to *Bits and Pieces* at www.EAA.org/bitsandpieces/subscribe.asp.

AirVenture Grounds Update: Steve's Blog

In the midst of one of Wisconsin's worst-ever winters, you wouldn't think much could be accomplished on the AirVenture convention site's redesign project. But a lot is happening and you can keep up to speed through *Steve's Blog*, an online update by EAA facilities manager Steve Taylor.

The blog includes information about redesigned transportation routes; several new building locations; reconfigured exhibit areas; the new Vintage Hangar, which will host type clubs and workshops as well as other VAA activities; and new flush toilets in some of the camping areas.

See the blog at <http://AirVentureSiteUpdate.blogspot.com>.

RideShare Gets You Here

EAA's RideShare online bulletin board operates on the simple premise: Let no seat go unused!

Need a ride to EAA AirVenture Oshkosh? Already driving or flying in and have space available? Then head on over to EAA's RideShare (www.

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Please help the VAA make EAA AirVenture an unforgettable experience for our many guests. Become a Friend of the Red Barn.

	Diamond Plus \$1250	Diamond \$1000	Platinum \$750	Gold \$500	Silver \$250	Bronze \$100	Loyal Supporter \$99 & Under
EAA VIP Center	2 people/Full Week						
VIP Airshow Seating	2 people/2 Days	2 people/1 Day					
Close Auto Parking	Full Week	Full Week	2 Days				
Two Tickets to VAA Picnic	★	★	★				
Tri Motor Certificate	2 Tickets	2 Tickets	2 Tickets	1 Ticket			
Breakfast at Tall Pines Cafe	2 People/Full Wk	2 People/Full Wk	2 People/Full Wk	1 Person/Full Wk			
Special FORB Cap	★	★	★	★	★		
Two Passes to VAA Volunteer Party	★	★	★	★	★		
Special FORB Badge	★	★	★	★	★	★	
Access to Volunteer Center	★	★	★	★	★	★	
Donor Appreciation Certificate	★	★	★	★	★	★	★
Name Listed: Vintage Airplane Magazine, Website and Sign at Red Barn	★	★	★	★	★	★	★



VAA Friends of the Red Barn

Name _____ EAA # _____ VAA # _____

Address _____

City/State/Zip _____

Phone _____ E-Mail _____

Please choose your level of participation:

- | | |
|---------------------------------------|---|
| _____ Diamond Plus \$1,250.00 | _____ Silver Level Gift - \$250.00 |
| _____ Diamond Level Gift - \$1,000.00 | _____ Bronze Level Gift - \$100.00 |
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Name of Company _____

The Vintage Aircraft Association is a non-profit educational organization under IRS 501c3 rules. Under Federal Law, the deduction from Federal Income tax for charitable contributions is limited to the amount by which any money (and the value of any property other than money) contributed exceeds the value of the goods or services provided in exchange for the contribution. An appropriate receipt acknowledging your gift will be sent to you for IRS gift reporting reasons.

Mail your contribution to: **EAA, VINTAGE AIRCRAFT ASSOC., PO Box 3086, OSHKOSH, WI 54903-3086**