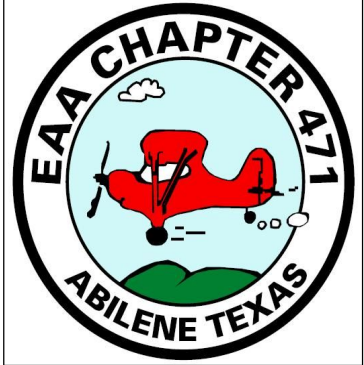


Hangar Flyin'



April 2008



The Young Eagles Flight Review

Tim L. Walker

I wanted to thank everyone that made it to Avenger Field in Sweetwater last month. It was great to see Charlotte Rhodes up and around. Steve Krazer took some great pictures of the kids, (and pilots), having a blast. We flew about 30 YE's from 10am – 2pm. John Howard was an awesome host. Our volunteers from Dyess AFB even got to fly with Dave and Scott. Most of all... we made new friends! Our next event is scheduled in June at our EAA471 hanger at KABI. I'm planning on promoting the YE Day during the Big Country Airfest at Dyess AFB.

NOTE: Before our next event, I would like all YE pilots to provide currency and medicals. This will protect our chapter as well as the YE program. Thanks for your help!

Tim's answer of the month... "Don't let the plane land 10 minutes before you do."

Monthly Breakfast

The Regular Breakfast will resume April 12th
at Hangar 3, 9AM

FROM THE TOWER

By Charlotte Rhodes

AIRFEST 2008

This year at Dyess we want to promote EAA and try and sell some t-shirts/hats. I have not gotten the green light from their vendor lady yet but if it is a go, I will need a few volunteers to help set up and be around off and on during the show. Hopefully I will have something concrete by breakfast that I can pass along. So far there is only one member who has filled out the paperwork to fly over for static display and it would be great if we could get a few more. Gray told me we have a C130 hanger to put aircraft in overnight if needed and the only form that needs filled out is the hold harmless. If you can display your aircraft for us please fill out the form and get to Gray at least two weeks prior to the show which is May 3rd.

BREAKFAST IS BACK!!!

Come one, come all to the greatest breakfast of all! Saturday April 12th 9:00 at the hanger. The cooks will be ready and waiting to see your smiling faces and growling bellies. Bring your family, bring a friend, just be there to share the morning with us. If there is still a problem with the gate come around to the west door.

Florida officials try to clarify confusing tax law

One of general aviation's most friendly states has been looking decidedly less so for people who recently purchased aircraft. They are worried about getting hit with unexpected tax bills from Florida.

With the Sun 'n Fun Fly-In in Lakeland, Fla., just around the corner, confused members have been contacting AOPA. The association on March 28 received [written clarification](#) from the state in a response to a [recent letter](#) from AOPA President Phil Boyer to Florida Gov. Charlie Crist. Some pilots have even been threatening to boycott Sun 'n Fun over the issue.

"Generally, please know that the focus of the Florida Department of Revenue's use tax enforcement activities is on the aircraft with a significant connection to Florida, not nonresidents with no Florida connection only here on a temporary basis, and we will not be at Sun 'n Fun; we do not use 'fly-ins' as enforcement activities," said George Hamm, the Department of Revenue's chief assistant general counsel.

Presumably, if a nonresident buys an airplane in Florida and moves the aircraft out of the state within 10 days, the owner would not be subject to use tax. The catch is that the aircraft cannot return in the first six months of ownership. There is, however, a window that allows 20 days for repair work.

The six-month time period can also kick in for a nonresident who buys an airplane in another state. If the airplane is brought into Florida for repair, training, or business use within six months of purchase, a use tax (currently at 6 percent) may be due.

AOPA is most concerned about the word "may," which applies to both scenarios. There is also some muddiness as to what constitutes a connection to Florida and many other gray areas.

While the Department of Revenue says it's trying to be fair, the confusing law is still in place. AOPA is working with the state to come up with a solution. Legislation is currently pending that would provide aircraft with "safe harbor" treatment for limited use in Florida, similar to what is reserved for boats.

"The law is complex, and AOPA wants members to be careful so they don't get a surprise tax bill," said Boyer.

AOPA will be at Sun 'n Fun all week, from April 8 through 13. AOPA Day is on Friday, April 11.

Prevent government regulation—lock up and look out

State and local governments remain interested in security at GA airports, even though the federal government and the aviation community have taken comprehensive steps to ensure both the pilot population and aircraft are secure.

In Pennsylvania, the legislature is considering H.B.2292, a measure that would require two locks on all aircraft and institute criminal penalties for failing to use them.

On March 26, AOPA staffers traveled to Harrisburg, Pa., to urge lawmakers not to try to fix what isn't broken. In meetings with legislators and their staffers, AOPA's team of security and advocacy experts explained that most pilots already secure their aircraft, airplanes are rarely stolen, and general aviation is not considered a significant terrorism threat.

The meetings follow AOPA's March 11 testimony opposing the bill before the Pennsylvania House Transportation Committee. AOPA also has [sent letters](#) and asked members in the commonwealth to express their opposition.

"Members did a great job helping us counter this legislative mandate in Pennsylvania," said Andy Cebula, AOPA executive vice president of government affairs. "AOPA is constantly on guard to protect members from unreasonable security requirements, but for the GA community to be successful, pilots need to take steps on their own. That means pilots need to continue to follow the [Airport Watch](#) message to lock your aircraft, and look out for anything suspicious at your airport."

AOPA members reached out to their representatives with thoughtful explanations of why mandating such requirements is a bad idea; these comments make it clear as to where AOPA members stand on the issue.

"Imposing a two-lock requirement for general aviation aircraft is an unnecessary government intrusion and goes beyond the legitimate needs of general aviation security," wrote one member, adding that AOPA and the Transportation Security Administration have partnered to protect GA aircraft and airports.

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Airfest News



On Friday, May 2nd, the only people who can get in the gate are those that currently are able to gain access as they currently possess a military ID, and those who are on the VIP EAA entry list. You cannot drive up to the gate and tell them you with the EAA and expect to get in... You MUST be preapproved...all that is needed is the name as it appears on your drivers license, date of birth, driver license number, and state the license is held in. (Get this information to Gray Bridwell ASAP) There will be a party on base Friday night with a great band and aviation drinks. The Houston Acrobatic chapter will be there, the air racers will be there, and the Brownwood bunch is coming up, plus all the air show performers, so it will be a fun time.

Check the website for the latest details www.bigcountryairfest.org

A few scenes from the Young Eagles Rally In Sweetwater



Calendar of Events

April 8-13	Sun n Fun Lakeland FI
May 3	Big Country Airfest Dyess AFB
May 24	Memorial Day Fly-in Ranger, TX
June 8	Synder Fly-in KSNK
June 14	Denton Air Fair Denton KDTO
July 28-Aug 3	Oskosh

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