

Hangar Flyin'



November 2008

AOPA members speak out about TSA security proposal

Citing the erosion of basic civil liberties, expanded government regulation and intrusion into general aviation, and a drain on economic resources, AOPA members are saying the Transportation Security Administration's proposed Large Aircraft Security Program is unacceptable as is.

"A focus on a reasonable level of security for GA is a wise policy initiative, but it must be aimed at addressing a real problem, not a theoretical threat," one member wrote to AOPA. "The administrative and compliance burden [this plan would] place on operators is disproportionate to the threat."

AOPA President Phil Boyer took the opportunity to share those concerns directly with TSA chief Kip Hawley in a meeting earlier this week.

[The proposal](#), which opened Oct. 30 for comment on the Federal Register, applies to aircraft weighing more than 12,500 pounds and calls for flight crewmember criminal history records checks, watch list matching of passenger manifests, biennial third-party audits of each aircraft operator, and new airport security requirements.

AOPA members are concerned that the request to check GA passenger manifests with the TSA's watch list could infringe on citizens' right to travel and right to privacy. GA aircraft operations, even for large aircraft weighing more than 12,500 pounds, are much different than air carrier operations: Pilots usually know all of their passengers personally and should not be required to check them against a terrorist watch list.

"Many questions surround the TSA's proposal to outsource its security oversight responsibilities," said Craig Spence, AOPA vice president of security. "Members are naturally concerned about a plan that requires inspections by third parties."

While the majority of AOPA members are not directly affected by the rule because they fly aircraft weighing less than 12,500 pounds, they've said the issue is important to them because it could eventually expand to all GA operations.

"This proposed rule represents the next step on a slippery slope to restrict GA freedoms," one member wrote.

The proposal will be open for comment until Dec. 29. [Comments can be submitted online](#) or sent via U.S. mail to: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001. Identify your comments with Docket No. TSA-2008-0021.

Monthly Breakfast

The Chapter breakfast will be this

Saturday, November 8th

at Hangar 3, 9AM

FAA Re-opens Comment Period on Proposed 51% Rule Policy Changes

October 31, 2008 — Those people who did not submit comments to the FAA's proposed changes to interpretation and enforcement of the "51% Rule" will have another opportunity to do so following action this week by the FAA. Citing the inadvertent removal of reference materials for several days during a previous comment period, the FAA [announced this week](#) it will accept further comments until December 15, 2008. These reference materials and other related documents are located on the [FAA website](#).

When the first notice announcing the proposed policy changes was published in the *Federal Register* on July 15, 2008, the original comment deadline was August 15, 2008. After EAA and others protested the short comment period, which was further diminished by the July 27-August 3 EAA AirVenture Oshkosh annual convention, the FAA agreed to extend deadline another 45 days to September 30, 2008. EAA [submitted official comments](#) on September 30.

Times Not So Divine For Historic

'Heavenly Body' To Be Left Out In The Cold

A struggle by California warbird enthusiasts is demonstrating a sad truth -- the costs of storing and maintaining vintage World War II aircraft bombers is becoming too expensive for the little guy.



Mike Pupich is 77 years-old, and says his interest in the B-25 Mitchell dates back to his early childhood, when he sat on his parents' couch in their South Los Angeles home, held a silver platter, and pretended it was a control yoke.

Fast forward to 1972: Pupich, by now a war veteran himself, found and bought "Heavenly Body," a B-25J, one of 18 B-25s featured in the 1972 film adaptation of *Catch-22*. Over the last 36 years, Pupich and his all-volunteer crew have restored and flown the historic aircraft, taken it to airshows, and kept it in a huge hangar at Van Nuys Airport, paying just \$900 a month in rent.

The Los Angeles Daily News reports that plans to demolish the old hangar to make way for new jet hangars at Van Nuys is forcing Pupich and his crew to find the plane another home. With similarly-sized hangars at Van Nuys now going for \$6,000 a month, and avgas skyrocketing in price, moving to another hangar -- or flying the 150-gallon-per-hour plane to a new home at a far-away airport -- have both proven too expensive for Pupich and his volunteers.

And so, Heavenly Body has sat since October 4, tied down on the tarmac at Van Nuys, exposed to heat, UV damage, and the winds, ash and dust of wildfire season. Pupich has tried to protect the plane with tarps, but damage is already becoming evident.

"I wanted to cry," he said. But what else can I do? All I want to do is save our plane."

Selena Birk, Van Nuys Airport General Manager, says officials have succeeded in finding new homes for 30 other historic aircraft, but Pupich represents a unique challenge. Choosing her works kindly, she told the paper, "The problem is that they are price-sensitive. They have a home... it's just not their preferred location."

It's understandably distressing to see Heavenly Body left to the elements. The plane is considered by many to be the best surviving example of a B-25, and was even chosen to take off from the deck of the USS Ranger in San Diego Bay in 1992, to celebrate the 50th anniversary of the Doolittle Raid.

The sad moral of the story may be that unless you're in the Kermit Weeks demographic, the era of personal warbird ownership may be nearing an end.

FMI: www.b25.net/

Airship Ventures Zeppelin Arrives At Its New Home In CA

Long Journey Reaches Its End In SF Bay Area

Passing over the Golden Gate Bridge on the last leg of the flight from Beaumont, TX to Mountain View, CA on Saturday, the Airship Ventures Zeppelin has finally arrived at its new home at Moffett Field.



The Zeppelin NT07 ("New Technology") was manufactured in Germany by Zeppelin Luftschifftechnik GmbH and transported on its trans-oceanic crossing aboard the 530 foot-long container ship "Combi Dock I" from Hamburg, Germany to Beaumont, TX.

Airship Ventures President Brian Hall, aboard the airship on the week-long flight from Texas, lauds this graceful and unhurried mode of travel. "It's a way to see the world in a way that you haven't experienced it before. In a zeppelin, you're flying low and slow. You're going at a leisurely pace. You're seeing things that you wouldn't see from the road. Airship Ventures will offer the only passenger airship flight service in America in over 70 years. "Flightseeing" tours will be offered from several Bay Area locations, showcasing the San Francisco Bay/Silicon Valley, Sonoma/Napa wine regions, and Monterey/Big Sur coastline.

Round-trip rides from historic Moffett Field will begin in late October, with flights from Oakland International and Sonoma County Airport starting in November. Tickets start at \$495 per person.

The spacious cabin comfortably accommodates the pilot, flight attendant, and up to 12 passengers with luxury features including oversized panoramic windows, an onboard restroom with window, and a unique 180-degree rear observation window and "loveseat" that wraps the entire aft end of the cabin.

One of only three Zeppelins in the world, at 246 feet in length ranks as the largest airship flying in the US, more than 50 feet longer than the largest blimp. Unlike earlier designs using highly flammable hydrogen, this next generation craft is filled with non-flammable helium.

Airship Ventures plans to have two more airships built, CNN reported. Likely to be based on the east coast in New York and Florida, Airship Ventures hopes to begin giving tours in the new airships by 2010.



New Newsletter Editor Wanted

Effective with the December newsletter, I am resigning my position as Newsletter Editor. I have enjoyed my stint as editor, but due to time constraints, career, and other interests I will no longer be able to continue in this position. If anyone is interested in the job, please call me at 280-1464 or email:2667033@sbcglobal.net

Sincerely,

David Bradshaw

Calendar of Events

Nov 8

Pecan Plantation(0TX1)

Fall Fly-in 817-559-4665

Nov 15

Texas AAA Fly-in Lunch

Vintage Flying Museum
Fort Worth FTW

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