



The Eagle's Scream



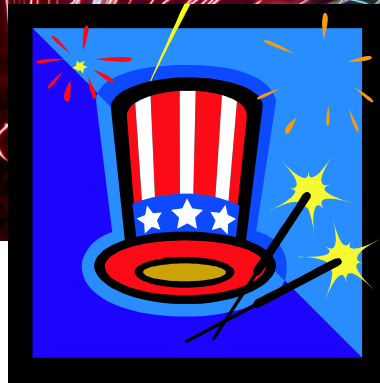
WEBSITE: <http://caffl.org/>

Official Publication of the Commemorative Air Force - Florida Wing

July 2007

HAPPY 4TH OF JULY

*Dedicated to
the restoration
of military
aircraft*



Inside This Issue

Announcements	Page 2
Staff Meeting Minutes	Page 5-7
Financial Officer's Report	Page 7
PX Coordinator's Report	Page 9

ANNOUNCEMENTS

General Meeting

The next General Dinner Meeting of the Florida Wing will be:

Wednesday, **September** 26, 2007

Spruce Creek Country Club

1900 Country Club Drive

Daytona Beach, Florida 32128

Cocktails: 1800

Dinner: 1900

\$19.00 per person



For reservations contact Alexis Montague at 760-9006 or lexy3918@hotmail.com

Staff Meeting

The July Florida Wing Staff Meeting will be held on Wednesday, July 11th at the CAF hangar at the DeLand Airport at 11:00 AM. All elected officers and committee chairmen should plan on attending. All members are invited, and encouraged, to attend the staff meetings. Your contributory thoughts and ideas are valuable and helpful toward the successful progress of the Florida Wing. Wing records will be available at the meeting for inspection by any member.

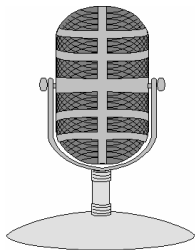
EDITOR'S NOTES

Colonel Bob Cline
(CAFFL@AOL.com)



Remember that if you move to a temporary address, during the year, the Post Office will **NOT** forward your Florida Wing newsletter to you and you will be temporarily removed from the mailing list. Please let either Ann Conway or myself know if you will be moving to a temporary address so that you can still receive the newsletter during your absence.

Announcements of interest for Florida Wing members.





WING LEADER'S MESSAGE

Colonel Peter Jacobs

(JACOBSPJ@AOL.com)

The Wing Leader is committed to air show circuit business and will have an article next month.

Pilot Input On ADS-B Needed

Researchers at the MIT International Center for Air Transportation are working to identify potential ADS-B (Automatic Dependent Surveillance - Broadcast) applications that would be useful for flight operations, and they are seeking input from pilots. "We are very interested in getting representation from all aviation segments that could potentially benefit from ADS-B, including Helicopter, Fixed Wing, Part 135 operations, Part 121 operations and the military," Prof. R. John Hansman tells AVweb . Pilots are invited to complete an online survey, which requires no prior knowledge about ADS-B and takes less than 10 minutes to complete, Hansman said. This survey will be useful in informing the FAA on ADS-B implementation, but it is only advisory and other factors may influence the final ADS-B implementation plans, he added. ADS-B is an alternative to radar, where aircraft broadcast their altitude, heading, GPS position and other information to ground stations and other aircraft. The ADS-B datalink used to transmit and receive these aircraft positions can also be used to uplink weather and traffic information to the cockpit.



Light Sport Aircraft Type Club Launched

The light sport aircraft (LSA) segment might have reached another milestone in the last few weeks. It appears the first type club (the first we've heard of, anyway) has been formed for owners of Flight Design CT aircraft and is doing all the things that type clubs do, including hosting fly-ins, holding seminars and generally gathering like-minded souls together. Flight Design has sold more than 200 aircraft in the U.S., the most of any LSA manufacturer. The first national CT fly-in was held in May in McMinnville, Ore. There were 13 aircraft flown to the event and other owners, from as far away as New York and Texas, took commercial flights. The fly-in was hosted by Roger Heller, who also looks after the CT owners online discussion group. Tom Pegihny, the U.S. distributor for the high-wing composite aircraft, and Oliver Reinhardt, from the manufacturer's German head office, were on hand, as were technical representatives for companies that supply components. McMinnville is the home of the Evergreen Aviation Museum, which houses the Spruce Goose, and delegates attended a barbecue under the wing of the massive flying boat.



Instrument Procedures Handbook Now Available

Notice Number: NOTC0903

The latest edition of the **Instrument Procedures Handbook** is now available!

This handbook provides the most up-to-date guidance on how to operate safely within the National Airspace System.

http://www.faa.gov/library/manuals/aviation/instrument_procedures_handbook/

For questions or comments about this handbook please contact:
AFS420.IPH@FAA.gov or U.S. Department of Transportation, Federal Aviation Administration, Flight Procedure Standards Branch, AFS-420, P.O. Box 25082, Oklahoma City, OK 73125

Whither Reauthorization?

What if they gave an FAA reauthorization bill and no one came? That question may be on the minds of many as one supposed deadline after another for the House of Representatives to develop its proposed version of a legislation reauthorizing the agency -- and hopefully disposing of user fees -- comes and goes. First, the scuttlebutt was that a proposal would be ready by Memorial Day. Then, we were told mid-June. Now, it appears a political disagreement involving the agency's existing contract with air traffic controllers is the hang up. That might be a good thing, depending on where you are on the user-fee debate and considering it means other elements of the bill seemingly have been agreed to -- but bad when you consider that the contract is likely to be a major bone of contention, possibly holding up the whole show later this year. It seems House Democrats are awaiting results from ongoing discussions between the FAA and the air traffic controllers union, NATCA. According to published reports, if the two sides can't come to an agreement regarding ATC personnel, the House version of the bill would include a provision rolling the FAA's contract with controllers back to 1998. That contract was widely seen as too expensive and, if Democrats take that tack on developing a reauthorization bill, they will do so without support from House Republicans. So far, their desire has been for a bipartisan bill, though there still hasn't been a final proposal introduced in the House.

On the Senate side, S. 1300 was introduced May 3 and referred to the Committee on Commerce, Science and Transportation. Subsequently, on May 16 and after an amendment to strip from the bill a \$25 per-flight user fee on turbine-powered aircraft failed by one vote, leaving in the new charge -- S. 1300 was forwarded to the full Senate. Regardless of what happens with the House bill -- will the FAA come to agreement with NATCA? -- once it is introduced many more hurdles will still have to be cleared. Perhaps foremost among them will be the respective House and Senate tax-writing committees, which must pass judgment on the revenue-raising provisions in both measures. Most observers, however, admit the likelihood of the House bill containing user fees is slim and none, but no one will know for sure until the measure is introduced. If it doesn't contain user fees but does contain a provision rolling NATCA's contract back to 1998 -- i.e., NATCA and the FAA couldn't come to an agreement -- House passage becomes more difficult. And don't even get up any hopes of the measure's making it past the White House without a veto. It's too soon for anyone to suggest just continuing for another year current law authorizing the FAA. Too bad ...



STAFF MEETING MINUTES

Colonel Ann Conway
(f32br@AOL.com)

WEDNESDAY, JUNE 13, 2007

A regular meeting of the Unit Staff of the Florida Wing, Commemorative Air Force, was called to order by Wing Leader Peter Jacobs at 1115 hours on Wednesday, June 13, 2007 in the CAF Hangar, 2302 Old NDB Road, at the DeLand Municipal Airport, DeLand, Florida. Colonels Jacobs, Moddle, Montague and Maiz were present constituting a quorum. The meeting was duly convened.

MINUTES

Minutes of the Staff Meeting held on May 9, 2007 were approved as distributed.

FINANCE OFFICER'S REPORT

Colonel Alexis Montague, Finance Officer, distributed copies of her report for the period ending June 13, 2007. The report was examined and accepted. All financial records are available at the hangar for inspection by interested members.

MEMBERSHIP: Colonel Maiz reported that he had contacted 3 prospective members, but they are not able to join the CAF at this time. Colonel Maiz will contact Eric Loveland, an English chap who donated some aviation books to our library, to discuss membership with him.

OFFICER'S REPORTS

1. Colonel Steve Moddle, Maintenance Officer, reported that the annual inspection of the L-17B went well and is complete. The paint is off the nose of the L-17B, and once repainted, the new Al E. Gator decals will be applied (See Page 8). It will be flown as soon as possible to locate the minor oil leak reported before the annual.

2. Colonel Dick Russell, Air Show Coordinator, is away for this meeting. Colonel Jacobs reported that the L-17B will not be going to the Midland Air Show for static display since he had obtained a waiver for 2 years (2006 and 2007.) Colonel Jacobs will also check with Midland for a static display waiver for the L-17A (Misty Blue) for 2007 and 2008.

4. Colonel Bob Cline, Newsletter Editor, reported that all is going well with the

(Continued on page 6)

*L17-B nose art,
TBM restoration,
C-45 disposal,
Sale of van.*



“Eagle’s Scream.” Colonel Carl Truesdell will work with our website provider to get Colonel Cline direct access to the website to post the monthly newsletters.

5. Colonel Lou Figliuolo, PX Officer, and Colonel Alexis Montague, Finance Officer, reported on their review of the PX prices to insure 100% markup on every item. All items were marked up sufficiently with the exception of the youth T-shirts, the XXL adult T-shirts and the Wing license plates. The prices of these items will be adjusted accordingly. Colonel Figliuolo will compose an ad for the “Eagle’s Scream” stating that the PX in the hangar is open Wednesday and Saturday mornings, listing some items and prices, and alerting members that mail orders will be accepted with a flat fee for postage/shipping (See Page 9).

6. It was clarified that Colonel Earl Leone is in charge of the kitchen, and operation of the kitchen is per his instructions.

UNFINISHED BUSINESS

1. Status of TBM (See Page 10)

Colonel Mike Elliott, Jr. and Colonel Don Smith are in the process of bead blasting the inside of the fuselage. They also reported that all the pieces to the tail wheel assembly are there, but bearings are needed for the wheel. Colonel Jacobs advised them that the bearings can be obtained from Miller Bearings, a company on the DeLand Airport.

The seals are lacking for the main gear. Colonel Rebello is to be contacted regarding these seals. The sheet metal fabrication that needs to be done will be handled by Colonel Tony Tuosto. There are also some control surfaces that need some work. Prime importance is to get the wheels back on the TBM so that it can be easily moved.

Colonel Smith requested a rack to store the sheet metal so that it will not be damaged. Colonel Ken Brownell will return to town the middle of June, and he will be asked to construct a rack.

2. Status of C-45 Fuselage

Colonel Jacobs arranged with Peter Thomas to remove the derelict fuselage. As we were meeting, Mr. Thomas was disassembling the C-45 fuselage in order to easily remove it. This is at no cost to the Florida Wing. He will sell the scrap aluminum with no remuneration to the Florida Wing.

3. GMC Van

After more discussion on the GMC van that was so graciously donated to the Wing by Colonel Ken Brownell, it was moved and seconded that the van be sold. The motion passed unanimously. Colonel Joe Maiz will check with Edmunds.com for a price and list the van for sale in the local newspaper with his number as contact. If this does not produce a buyer, then the van will be listed in “Auto Trader.”

NEW BUSINESS

1. Request for Parts Storage

Colonel Don Smith stated that another rack should be added in the loft to store parts. Colonel Brownell will be advised of this request.

ANNOUNCEMENTS

1. THE NEXT REGULAR UNIT STAFF MEETING IS SCHEDULED FOR 1100 HOURS ON WEDNESDAY, JULY 11, 2007 IN THE CAF HANGAR, 2302 OLD NDB ROAD, DELAND MUNICIPAL AIRPORT, DELAND, FLORIDA.
2. THE NEXT GENERAL MEMBERSHIP DINNER MEETING IS SCHEDULED FOR WEDNESDAY, SEPTEMBER 26, 2007 AT 1800 HOURS AT THE SPRUCE CREEK COUNTRY CLUB, SPRUCE CREEK FLY-IN, DAYTONA BEACH, FLORIDA.

There being no other business to come before the Staff, the meeting was adjourned at 1200 hours.



FINANCIAL OFFICER'S REPORT

Colonel Alexis Montague
(lexy3918@bellsouth.net)

The following is an update on the Wing finances as of June 22, 2007.

The second appeal in last month's newsletter generated donations from the following colonels: Rebello - \$657.10, cost of the compressor; A. Conway - \$110; Moddle - \$100; Fortune - \$500; Ahrens - \$500; Barnhart - \$100. In addition, we have been reimbursed, from the Headquarters' Aircraft Account, for expenses on the TBM totaling \$1,315.17, and the balance in the Wing Operations Account is \$2,980.02.

Payables that still require to be cleared total \$2,515.14 and are listed below.

Payables:

PX Insurance	\$300.00
ANUAC (L-17A)	\$356.25
Premises Insurance	\$500.00
Bill Emery – Legal Services.	\$300.00 + additional legal services.
A/C Insurance L-17A	\$907.89
Annual L-17B	<u>\$50.00</u>

Total \$2,514.14

Last month's payables that have been cleared are: Airmeet Insurance; Corporation Fee; MCRP for L-17B; Trlr. Conn, etc.; Ramp Fill; Vac. Supplies, etc. totaling \$2,358.06. Sale of the van was approved at the last Staff Meeting, therefore the registration of \$63.10 will not be paid.

As can be seen by the above figures, if we clear all the payables, we are still in need of funds to carry on the everyday operations of the Wing. Any help is appreciated. See donation form on Page 11.

Thank you to all those who have contributed.

*Florida Wing
financial status.*



The new nose art for N2995C: "Al E. Gator"



Blakey Turns Up Funding Rhetoric

FAA Administrator Marion Blakey is painting a bleak picture of the future of air travel if her controversial formula to fund the agency isn't adopted. In a speech delivered during the Joint Planning and Development Office (JPDO) Day on the Hill late last week, Blakey told members of Congress that air traffic gridlock is on the horizon and the high-tech solution to the problem needs the funding that her user-pay-based proposal would provide. "If we're unable to have a financing reform bill in place by September 30, when the current set of taxes expire, the delays and the missed connections and the headlines are only going to get worse -- much worse," she said. "Without a reliable funding stream, the NextGen program will start to slow down, and when the bow wave of delays hits, it'll be too late." Others, including the Government Accountability Office, have questioned that view. (Click [here](#) to listen to the Reason Foundation's Robert Poole on why aviation user fees would be good for airspace users.) Blakey said she believes the recent headlines that say airline delays will increase this summer. She said the Next Generation Air Transportation System is crucial to accommodating growth in air traffic and the funding formula is crucial to the future of NextGen. "You can call it critical mass. You can call it gridlock. But whatever you call it, we all know that the problem is upon us," she said. "If you walk away from today with only one thought, let it be this: there are 109 days until September 30. Let's get it done."



Dallas/Fort Worth Clearance Delivery: Nine Eight Two Sierra Yankee stand by to copy clearance.

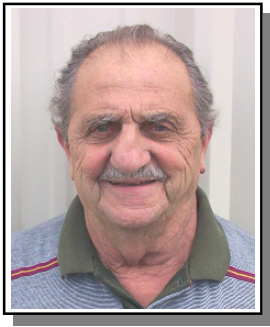
N982SY: Nine Eight Two Sierra Yankee ready to copy.

Clearance Delivery: Nine Eight Two Sierra Yankee is cleared direct Rockport, after departure fly runway heading at or below 2,000 expect 10,000 in 10 minutes, contact Dallas Fort Worth Departure 125.2, squawk 2351.

N9800Y: Nine Eight Two Sierra Yankee fly runway -- hey, if you guys don't hold still and be quiet, your mother and I will be flying to the Bahamas without you for spring break next week and you'll be in Dallas with the babysitter. Am I clear?

Clearance Delivery: Oh no. Can I please go too, daddy?

N9880Y: Sure, come on. Guess I forgot to turn loose of the transmit button. Sorry.



PX COORDINATOR'S REPORT

Colonel Lou Figliuolo

PX items are available for sale at the Florida Wing Hangar Wednesdays and Saturdays from 8:00 AM to 1:00 PM. See the display in the hangar office.

T Shirts (Small, medium, large):	\$15.00	T Shirts (Extra Large):	\$20.00
Florida Wing Hats:	\$12.00	Airplane Models:	\$8.00
Rollback Model Airplanes:	\$10.00	Jeep & Humvee Models:	\$10.00
Florida Wing License Plate:	\$25.00	TBM Avenger License Plate:	\$6.00
Old Florida Wing Patches:	\$8.00	Large Patches:	\$10.00
Small Patches:	\$8.00	Large Pins & Wings:	\$10.00
Small Pins:	\$8.00	"Don't Yell At Me" badge	\$4.00

FAA Reminds Pilots To Communicate Clearly

Miscommunications are a major cause of runway incursions, the FAA said in a safety notice issued this week. Statistics show that incursions this year are higher than last year, with 139 incursions so far in FY2007, compared to 117 in the same period the year before. The incursions included incidents such as crossing hold-short lines without clearance from ATC, landing or departing without ATC clearance, and departing from the wrong runway. To avoid such incidents, the FAA suggests that pilots review proper radio technique. Also, the FAA reminds pilots that a "Taxi To" clearance authorizes the aircraft to cross all runways and taxiways which the taxi route intersects. But this clearance does not authorize the aircraft to enter or cross the assigned takeoff runway at any point. The FAA now requires that pilots read back all "hold short" instructions.



Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what??

Pilot: Yes, SIR

 ATC: "Cessna G-ARER What are your intentions? "

Cessna: "To get my Commercial Pilots Licence and Instrument Rating."

ATC: "I meant in the next five minutes not years."

 Controller: AF123, say call sign of your wingman.

Pilot: Uh... approach, we're a single ship.

Controller: oah oah! You have traffic!

The TBM Project-In Progress



Interior bead blasting



Firewall bead blasting



Rebuilt tail wheel assembly



TBM restorers: Col. Don Smith, Col. Mike Elliott and Jason Burke

Florida Wing Tax Deductible Donation Form



Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Home Phone: _____
Office Phone: _____
E-Mail Address: _____

Please accept a donation of _____ to be credited toward the:

- General fund
- Building fund
- Aircraft sponsorship for _____
- Other _____

Send to:

Col. Alexis Montague-Fortune
2901 Cypress Ridge Trail
Daytona Beach, Florida 32128-6967

ROSTER ADDITIONS, DELETIONS AND CORRECTIONS

New Members:

Reinstated Members:

James W. Bannerman
761 Marina Point Drive
Daytona Beach, FL 32114-5050
Hm: (386) 257-3853
Email: J3PiperCub@cfl.rr.com

New E-Mail address:

Tony Tuosto:
anthony.tuosto@saltwaterboatgroup.com

Dropped Members:

Copyright 2007 by Commemorative Air Force, Florida Wing, P.O. Box 1944, Deland, Florida 32721-1944



The Florida Wing's Navion, N2995C

WING OFFICERS

Wing Leader Col. Peter Jacobs	386-322-0070	PX Officer TBA	
Executive Officer Col. Jimmy Powers	386-322-9706	Public Relations Col. Tony Rebello	386-760-1251
Adjutant Col. Ann Conway	386-673-5742	Safety Officer Col. Joe Maiz	407-804-8953
Operations Officer Col. Tony Rebello	386-760-1251	Maintenance Officer Col. Steve Moddle	386-760-0797
Financial Officer Col. Alexis Montague	386-760-9006	Historian TBA	
Airshow Coordinator Col. Richard Russell	386-760-6188	Webmaster Col. Carl Truesdell	386-428-8876
Recruiting Officer Col. Joe Maiz	407-804-8953	Hangar Manager Col. Tony Tuosto	386-216-8915
Strategic Planning and Special Assignments		Col. Don Barnhart	407-339-5347
Strategic Planning and Special Assignments		Col. Richard Russell	386-760-6188
Dinner Reservations		Col. Alexis Montague	386-760-9006
Newsletter Editor (The Eagle's Scream)		Col. Robert Cline	386-767-6782
Food Service Officer		Col. Earl Leone	386-532-2030

CHANGE SERVICE REQUESTED



The Eagle's Scream

**Deland, Florida 32721-1944
P.O. Box 1944
Florida Wing
Commemorative Air Force**