

VAA NEWS

Large Aircraft Security Program: A Threat to All!

If the Large Aircraft Security Program (LASP) goes through as proposed, owners and operators of aircraft 12,500 pounds or heavier will be required to obtain the Transportation Security Administration's (TSA) permission to operate their personal aircraft every time they carry passengers in domestic airspace. Additionally, flight crews of such aircraft will be required to undergo fingerprinting and a background check, all passengers will have to be vetted against the government's terrorist watch lists, and numerous security requirements will be imposed on airports serving these "large" aircraft.

You might be thinking, "So what? I fly a small recreational aircraft that weighs well under 12,500 pounds." Here is why you should be concerned.

In November's Advance Information on Private Aircraft Arriving and Departing the United States final rule, the U.S. Customs and Border Protection (CBP) imposed new requirements on all private aircraft *regardless of size*. CBP defines private aircraft as "any aircraft, other than government or military, which are not engaged in carrying passengers or cargo for compensation." In other words, there is no distinction with regard to weight or capacity. The new regulations place hot-air balloons in the same category as corporate jets!

What, then, is to prevent TSA—another division of the Department of Homeland Security—from lowering the weight threshold for LASP regulations in the future or eliminating them entirely?

"It is evident from the CBP final rule that ultimately some agencies charged with aviation security do not have any interest in distinguishing their requirements based on the size and weight of the aircraft involved," said Doug Macnair, EAA's

vice president of government relations. "This must be borne in mind when contemplating the long-term future of TSA's proposed Large Aircraft Security Program and the tendency for that weight limit to be

continually pushed lower by those who view all aircraft as a threat."

EAA and other general aviation organizations have successfully mitigated most proposed security measures post-9/11 that have threatened



JIM KOEPNICK

**Plenty of skiplanes will descend on Pioneer Airport
January 24 . . . if conditions are right.**

Get Your Skis On!

On January 24, EAA's Pioneer Airport will open for its only winter operations, if the weather is just right. The annual EAA Skiplane Fly-In gives the snowbound a reason to love winter, if only for a day.

People come from all over to enjoy a steaming bowl of chili and endless cups of cocoa, topped off with a piece of birthday cake in honor of EAA's matriarch, Audrey Poberezny. We'll also celebrate the 56th anniversary of the organization's first meeting on January 26, 1953.

While some Wisconsinites may be pining for a January thaw, skiplane lovers are hoping for adequate snow cover, which will allow the unique aircraft to take off and land on the billowy white runway. Watch the EAA website for current conditions as well as instructions for pilots who would like to fly in . . . if the conditions are just right. (Navigate to www.AirVenturemuseum.org/webcam to monitor the Pioneer Airport runway.) Anyone wishing to fly in to the event must contact Sean Elliott, EAA director of aircraft operations; call 920-426-4886.



H.G. FRAUTSCHY

AirVenture Site Photo Tour



BOB LUMLEY

You can see for yourself what's being done on the convention grounds through a virtual AirVenture On-Site Photo Tour map. Visit www.AirVenture.org/siteplan and click on On-Site Photo Tour to view a panoramic series of photos from more than a dozen locations, showing new roadways, buildings, new configurations, and more. Click on a camera icon to zoom in on a map section; then click on the black dots to see the mini galleries. (You can use your arrows to navigate through the galleries.)

small general aviation aircraft.

"This new rule makes no distinction and seeks to paint all aircraft classes with the same broad brush, which shakes any belief that TSA's proposed Large Aircraft Security Rule would be held to only large aircraft over the long term," Macnair added. "This is why we urge all members to respond to TSA, regardless of the weight of the aircraft they operate."

For more information on how to comment, visit www.EAA.org/news/2008/2008-11-11_proposal.asp. You have until February 27, 2009, to register your comments on this regulation that has the potential to do irreparable harm to private aviation in the United States.

Dutch Redfield

Many of you may recall a series of articles we ran a decade ago by Holland "Dutch" Redfield, many of which were excerpts from his book *The Airman's Sky Is Not the Blue*. Dutch's gentle perspective on life and flight was unique and refreshing, and we were saddened by the recent news of his death. His long, wonderful life was a gift to us all as he shared his love of flight in print and in person. On the right is a final paragraph penned by Dutch and sent to many of his friends as a way to announce his "Final Touchdown."

"The Final Touchdown"

by Dutch Redfield

During a lifetime in aviation, I have experienced only one forced landing.

It was not difficult. The dead-stick glide began at three thousand feet.

There were several suitable fields from which to choose.

Things worked out nicely.

Yet I know that I have one more forced landing lurking and waiting for me out there.

I believe that at this stage of my life, I am ready for it. Perhaps there will be warning, maybe not.

Will there be time for me to plan a good approach to this final touchdown?

Will it be a hasty no power, no options, straight ahead steep descent to a walloping hard touchdown? Or will it be a soft afternoon peaceful glide?

Whatever, for this final glide, I ask only for an open cockpit, so I can, however briefly, savor for the last time the feels of flight, as biplane wings forward of me exquisitely frame and record the slowly changing, tilting scenes as I maneuver and silently bank and glide onto what I have long known will be my very final approach.

Please, no helmet, so old ears can best sense vital changes in speed, relayed through the lovely sounds of whistling interplane struts and wires, and so cheeks and bared head can best read changing airflows swirling behind the cockpit's tiny windshield.

Below, in a forest of trees, lies a grassy field long ago set aside for biplane flyers of old. It looks small, tiny. With lightly crossed aileron and rudder I'll slip her a few inches over the fence. I'll level her off, then hold her off, with wheels skimming the grass tips. The lift of the wings, the sounds of flight, rapidly diminish. With stick full back, lift fades; a slight tremor, then she and I are bumping and rolling across the beautifully sodded field. The wooden propeller remains still.

We roll to a stop. I have no belt to loosen. I raise goggles and slowly climb out.

Suddenly there is applause, then bear hugs and slaps on the back.

"Hey, you old goat, you really slicked that one on!" I am with old friends.

On November 13, 2008, Dutch's final touchdown came at the end of a gentle, peaceful glide, as he passed away in his sleep at the age of 88.