

**Support For Senate Bill 563 An Act Extending the Moratorium
of Realignment of Route 113**

To: Transportation Committee

**From: Marcia Stewart, President of Protect Your Environment (PYE)
Stratford**

March 4, 2009

**Senator DeFronzo, Representative Guerrero, Members of the Transportation
Committee:**

My name is Marcia Stewart, and I am the President of PYE. Thank you for allowing me the opportunity to express my support for Proposed Bill 563.

To help explain my position on this legislation, I have attached the following documents:

- 1) A letter to the Editor of The Connecticut Post that I wrote dated 12/20/09
- 2) An article published in The Connecticut Post dated 1/16/09
- 3) A letter from PYE to the FAA dated 12/16/09.

I encourage the committee's favorable consideration of this proposal.

Thank you,
Marcia Stewart
PYE President and Stratford Resident

December 20, 2008

~~Stephen Winters~~

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~~Letter to the Editor~~

I am responding to an editorial of December 18, page A10 of The Connecticut Post, titled "Time for answers to airport future." The writer seems to be under the impression that Bridgeport and the Federal Aviation Administration (FAA) have all the information needed and that Stratford residents should just sit back and say, "OK." I would like to try to clarify three of the issues raised in the forementioned article:

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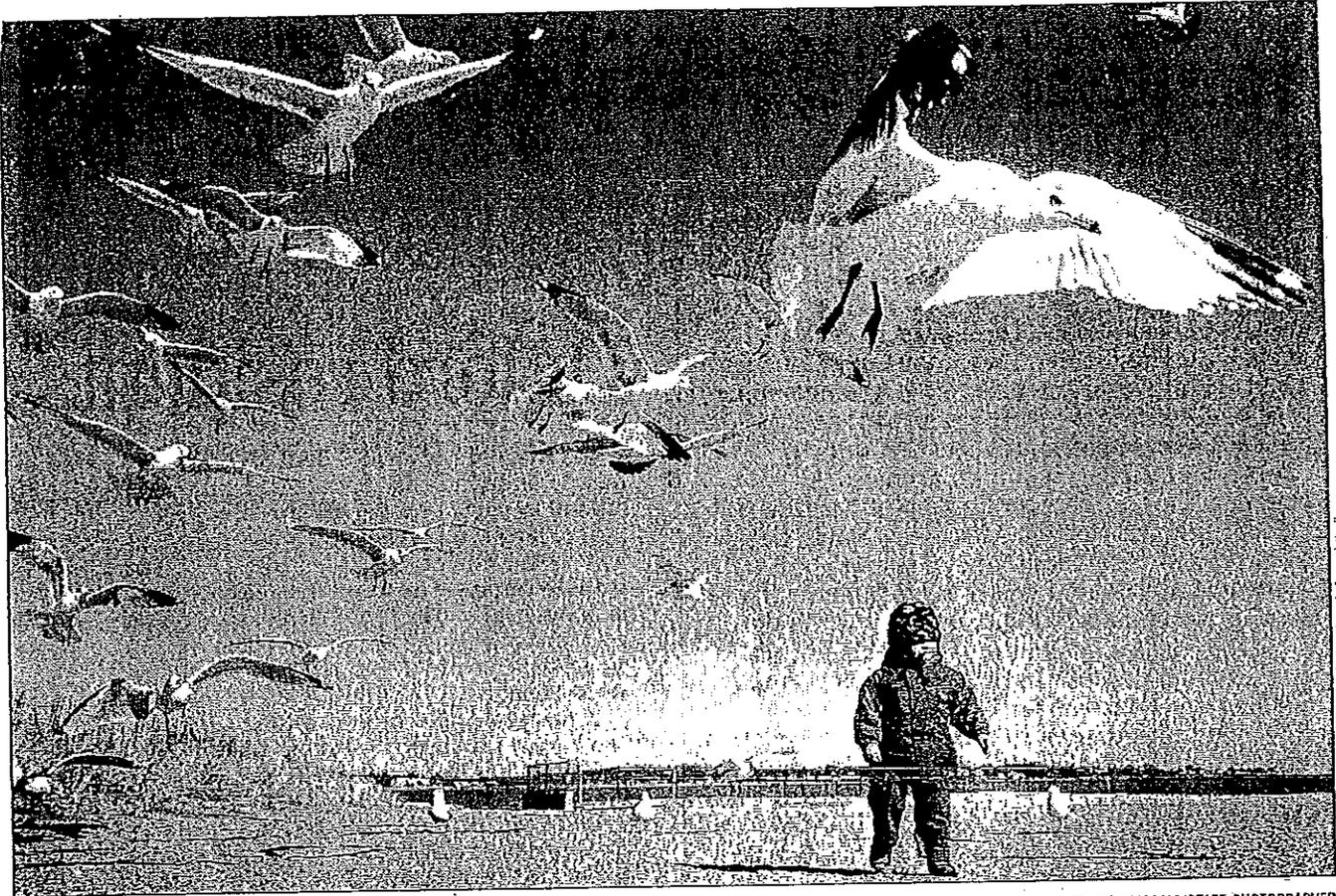
1. The writer states that the FAA plan is correct in removing the blast fence that stopped the plane crash in 1994 without killing anyone--relying instead on EMAS. The writer fails to recognize the 1994 plane weighed less than 10,000 pounds, while EMAS is only effective for planes weighing 25,000 pounds and over. And, the FAA acknowledged there have been no accidents at Sikorsky Memorial Airport since the 1994 crash, almost fifteen years ago. Sounds like a safe airport to me.
2. If you have a 12 inch ruler and add 3 inches to it, it becomes a 15-inch ruler, expanded from 12 inches, just as the airport runways are expanded when the measure of the length changes from under 5,000 feet to over 5,000 feet, regardless of what it is called or when it is utilized.
3. If Bridgeport is not happy about Stratford residents protesting airport expansion, for larger and larger aircraft, maybe Bridgeport should think of either moving the airport to another location or selling it to Stratford.

Protect Your Environment of Stratford (PYE) is requesting that the FAA schedule a public hearing on the proposed airport changes to allow the community surrounding the airport to express their opinion, as required by regulation.

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2/25/09

02/19/09



AUTUMN DRISCOLL/STAFF PHOTOGRAPHER

Birds called steady threat to planes

By Joan Lowy
ASSOCIATED PRESS

WASHINGTON — Airplanes chew up birds all the time but sometimes the birds win.

That may be what happened Thursday in New York when a US Airways Airbus 320 made a crash landing in water only three minutes after taking off from LaGuardia International Airport.

Flight 1549's pilot reported a "double bird strike" to air traffic controllers moments after taking off, and said he had lost thrust in both engines, said Alex Caldwell, a spokeswoman for the National Air Traffic Controllers Association.

Technically, that means the plane had struck — or been struck by — two birds, Caldwell said.

But Air Line Pilots Association safety committee chairman Rory Kay said the pilot's message could easily have meant that the jetliner had ingested birds in both engines or that it had been struck by

more than just two birds.

"It's not easy to count birds," Kay noted wryly, when you're taking off or landing and typical speeds can exceed 100 miles per hour.

Federal Aviation Administration spokeswoman Diane Spitaliere said, "Bird strikes do happen from time to time."

She said there haven't been many major accidents due to birds strikes, "not in many years — not like this one. ... It's more common in general aviation — smaller aircraft."

From 1990 to 2007, there were nearly 80,000 reported incidents of birds striking nonmilitary aircraft, about one strike for every 10,000 flights, according to the FAA and the Department of Agriculture.

The administration requires pilots to report bird strikes, Spitaliere said.

But Kay called birds "a definite Achilles heel" for aviation.

A commercial airliner like the US Airways plane is most

likely to encounter birds on takeoffs and landings because that's when the plane is flying at lower altitudes, Kay said.

Most of the time airliners are flying at 20,000 feet to 30,000 feet where birds are few in number.

But below 5,000 feet is where planes run into trouble, Kay said.

"There is no shortage of bird strike reports ... You just don't get to hear about them," said Kay, a Boeing 767 pilot who has been flying for 34 years.

Kevin Poormon, a senior research engineer at the University of Dayton Research Institute in Dayton, Ohio, tests the ability of airplanes and engines to withstand bird strikes by firing 4 pound to 8 pound birds at strategic points along aircraft from compressed gas guns at hundreds of miles per hour. He said he uses "freshly killed" birds or a gelatin substitute "that has similar impact properties."

If necessary, researchers

can launch the birds at up to 900 mph, Poormon said. FAA requires airliners to withstand strikes from birds weighing as much as 8 pounds at particularly vulnerable points along the aircraft, he said.

"It's a pretty significant problem," Poormon said. "There have been over 200 fatalities in the last 20 years due to bird strikes worldwide and there are 5,000 impacts that are reported every year."

"Aircraft are being struck every day by birds," Poormon said. "The reason you don't hear about them so much is they are designed to take these impacts. But once you get to large flocks or large birds striking at a critical moment, that's where these events hit the news."

Richard Dolbeer, a former USDA scientist who coordinated wildlife management at airports nationwide and was chairman of Bird Strike Committee USA, a multi-agency group, said that gulls are a problem nationally along the coasts.

(see above)

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