

Hangar Flyin'



September 2008

EAA: FAA's Proposal Would Adversely Affect Homebuilt Movement

September 4, 2008 — *"Having expressed concerns about compliance with amateur aircraft-building requirements for more than two years, the FAA has proposed [a new policy](#) that would overcomplicate participation in amateur aircraft building without solving the fundamental compliance concerns."*

This conclusion of an EAA analysis document underscores the EAA community's call to action: [Tell the FAA](#) to enforce the existing amateur-built aircraft rules and to abandon its proposal that would impose new and complicated requirements for documenting and reporting an amateur aircraft builder's work. "If adopted, the FAA's proposal would have a dampening effect on participation in amateur-building activities. That, in turn, would adversely affect kit manufacturers and suppliers of engines, parts, equipment, and accessories. A considerable segment of general aviation could experience a downturn," said Earl Lawrence, EAA vice president of industry and regulatory affairs. Lawrence urges EAA members to voice their concerns to the FAA. Accordingly, [EAA is providing guidance](#) for members who'd like to write-in before the Sept. 30 comment-period expiration. A more [in-depth analysis](#) of the FAA's proposals and EAA's responses is also available.

The FAA's statements of concern have focused on some commercial practices related to kit design and commercial builder assistance that leave too few construction tasks to the amateur builder. A cornerstone of the FAA's proposed remedy would entail requiring amateur builders to ensure, and prove, that they performed at least 20 percent of the total construction tasks doing "fabrication" work, at least another 20 percent of total construction tasks doing "assembly" work, and at least another 11 percent of total construction tasks doing any combination of these kinds of work, adding up to a minimum 51 percent of total construction performed by the amateur builder. "This would greatly complicate an amateur builder's compliance with the regulation, which simply states that the amateur or group of amateurs must perform a majority of the total tasks involved in constructing the aircraft," Lawrence said. "This proposed change would place a significant burden on our members who are building aircraft within the letter and spirit of the regulations while doing little to address the limited cases of excessive commercial assistance," he said. Lawrence served as co-chair of an FAA-chartered aviation rulemaking committee (ARC) that studied amateur-building issues and rendered recommendations from August 2005 through November 2006. Today the FAA announced plans to reassemble the ARC beginning in October to provide additional input. "Our involvement on the committee, combined with comments from our members, might help to steer the outcome in a better direction," Lawrence said. "We're counting on our members - and anyone who cares about the future of general aviation, for that matter - to raise a voice of concern," he added.

Monthly Breakfast

The Chapter breakfast will be this

Saturday, September 14th

at Hangar 3, 9AM

Pilot Courtesy

By Kay Morgan

EAA Chapter 512, Placerville, California

What does it mean to be a “courteous” pilot? It is more than just yielding right of way in the air and not swearing on the radio. It starts when you arrive at the airport and continues until you leave the airport. It’s your attitude and how you behave towards others. Are you a courteous pilot? Do you recognize discourteous pilots?

Have you ever seen any of these things happen? Driving a car on the taxi way and stop or turn in front of a moving aircraft. Parking near enough to a taxiway an aircraft wing doesn’t clear the vehicle. An airplane pulled out of the hangar to preflight on the taxiway because the light is better than in the “dark” hangar. An airplane left at the fuel pumps after refilling and pilot heads elsewhere. Starting the engine without looking to see who or what will be blasted by an initial 1500 rpm.

These are just a few of the discourteous actions I have seen during the 21 years I have been flying. And I’m sure each of you has something to add to this list of offenses. What made them discourteous? Most likely the pilot was just not thinking of how his actions would impact other pilots.

As an EAAer, be the one setting the example of courtesy, demonstrating how it’s easy to be courteous.

When we have a gathering at our chapter hangar, please be careful of where you park your airplane (or car). When getting ready to leave, please be sure to pull your airplane clear of ANY hangar or other aircraft to avoid blowing dust during engine start. To avoid blocking the taxiway for an extended period of time, have your bags and cargo loaded and be ready to go BEFORE pulling out for start up.

It’s flying season. When you arrive at another airport, please ensure you are parked in an appropriate transient parking so that a based aircraft is not booted out of their tie down.

We want everyone at our local airports to be glad to know the EAAers and those at other airports welcome us.

Air Traffic Control: Friend or Foe?

By Jim Wolper

EAA Chapter 407, Idaho Falls, ID

I was chatting with a chapter member about a recent trip. He told me that the hardest part of the trip had been flying through the airspace around Salt Lake City International Airport. He sore that he would never ask for flight following again: “The kept sending me to all kinds of places where I didn’t want to go.” Air Traffic Control (ATC) provides flight following: (technically, radar traffic advisories) at the cost of some convenience; in the end, do they help or hinder the VFR pilot? He says they hinder; I say they help. Let’s see why I think the way I do.

First, why does ATC reroute us? The answer is pretty simple: they are shooting big fast airplanes into the sky, and they don’t want to hit us. Salt Lake International averages almost 1200 flights a day, and at the busy times they have more than on IFR airplane taking off every minute. They also have F-16s and other military airplanes headed in and out of Hill Air Force Base. This is a flak barrage for any airplane passing through the area. So, the controllers ask VFR airplanes to move for their own good.

You can legally go through the area at 10,500 MSL without talking to ATC (as long as you have a working Mode C transponder), but you might as well wander through a mine field. Airplanes arriving at SLC are at 11,000; airplanes leaving SLC are at 10,000; at 10,500, you are squeezed in between them like a Taylorcraft sandwich.

So, your reward for getting flight following and squawking the code and holding altitude and holding heading and accepting a minor reroute is that ATC won’t shoot any 106.00-calibre bullets at you (that’s the fuselage diameter of a SkyWest RJ). When the controllers point out the heavy jet indicating 300 knots that will pass 500 feet above you, or the trio of F-16s that will pass 500 feet below, you get a free air show instead of a scare.

Another reason to accept the reroute is that it is not that bad. A perpendicular diversion of 37 miles only adds one mile to a 700 mil trip! So you might as well enjoy the sightseeing and the free air show. You can reduce this even more if you know where ATC likes to send VFR airplanes (for example, Mountain east of Salt Lake City), and aim for that from the beginning.

The Aeronautical Information Manual (AIM) has all the rules, but the first rule is to listen before you talk, so you have a sense of what is going on. Your first call should say who you are calling, who you are, where you are, and what you want: “Salt Lake Center, Archer 8256X, 20 north of Malad, request flight following.” After that, listen to what the controller asks you to do. This can range from something simple like “Say altitude” to something more complex like “Maintain 8 thousand while in Class Bravo airspace.” Controllers always say things exactly the same way, so once you have gone through the drill once or twice you will know what to expect. Talking to someone who has done it can also make it easier. And, you can listen to ATC during your local flying (128.35 is the frequency in our area). It is perfectly OK, and even expected, to question a controller’s request, if you have a good reason. What’s a good reason? If they steer you toward the mountains at an uncomfortably low altitude, you should ask about it. Or if they give you a heading into a cloud (VFR), you should politely tell them; they will make another plan. Just say “Approach, 56X, we won’t be able to stay VFR on this heading.” Nothing fancy; just be clear and concise.

September 4, 2008 — This week the National Oceanic and Atmospheric Association (NOAA) sent out notifications to U.S. aircraft owners regarding upcoming changes in emergency locator transmitter (ELT) services. NOAA reminds owners that as of February 1, 2009, satellite coverage of 121.5 MHz ELTs will end and that only ground-based monitoring will take place. NOAA recommends that aircraft owners transition to the International Civil Aviation Organization (ICAO) standard digital 406 MHz ELT systems.

This has caused some confusion among aircraft owners, many who presume they are now required to upgrade to the 406 MHz units. This is not the case. There is no requirement in the U.S. at this time to upgrade to the 406 MHz systems. Installing such a unit is solely an option at the discretion of the aircraft owner.

Of course, operating with a 121.5/243 MHz ELT after the deadline presents additional risks to pilots and passengers if a crash occurs, especially in remote areas. Essentially, someone who crashes while flying without a flight plan will depend on someone else to:

Recognize they are overdue and notify the authorities to initiate a search over an indeterminate area, or;

Hope someone hears the 121.5/243 MHz ELT on their radio, and calls it in.

A note to those flying outside the U.S.: While 406 MHz ELTs are not mandatory for operating in the U.S., pilot's who fly internationally - to Canada, Mexico, etc. - after February 1, 2009, will be required to upgrade their ELTs to the new ICAO standard 406 MHz units. EAA is working with Transport Canada to obtain an exemption to this regulation for aircraft transitioning through Canada to Alaska, or flying from the northeastern part of the U.S. to the west where the most direct flight route requires a short transition through Canadian airspace.

TSA calls on GA pilots to stop unauthorized aircraft use

The prevention of unauthorized aircraft use is an issue at the forefront of concern for the Department of Homeland Security.

The Transportation Security Administration (TSA) this week released specific recommendations for [GA pilots](#) and [fixed-base operators](#).

These recommendations include securing aircraft by using a secondary locking mechanism (hanger, prop lock, throttle lock, etc.) and being alert for and reporting suspicious activity to the TSA's hotline, 866/GA-SECURE (866/427-3287). Much like [AOPA's Airport Watch Program](#), the recommendations center on practical, common-sense security precautions.

"There's nothing that gets security officials in Washington, D.C., more anxious than the unauthorized use of a GA aircraft, even though that scenario is extremely rare," said Craig Spence, AOPA vice president of aviation security. "That's why pilots need to make sure they secure their aircraft, which will protect their investments, the GA community, and the nation."



24th annual FLYING M RANCH FLY-IN & CAMPOUT
and 16th annual SOUTH CENTRAL CUB MIGRATION
REKLAW, TX OCT. 24 - 25 - 26, 2008
visit: www.reklawflyin.com
7TA7 N31 50.7 W94 57.5 RWY 02-20 4000' TURF 310 FT. ELEV.
UNICOM 122.9 DAVE & MARCIA MASON 936-369-4362
STINSONEER@AIRMAIL.NET



Learn to fly!
Experienced and professional Flight Instructors now available

Calendar of Events

September 18 Texas Aircraft Expo
Lubbock Aero, LBB

September 20-21 CAF Airshow
Midland

Sep 20 Decatur, TX. Decatur Municipal Airport (KLUD). Open House. Fly in/ Open House featuring a WW II theme
Contact Doug Campbell, 940-841-4746

September 27 West Texas 100 Air Race
Lubbock, Town & Country

Oct 4 - 5

Denison, TX. North Texas Regional Airport (GYI). Grace Flight Airshow & Air Race 2008. Contact Cindy Palmer, 214/906-5188

Oct 11

Kerrville Multi Chapter Fly-in

Oct 24-26

Reklaw Flyin
Reklaw Texas
stinsoner@airmail.net

936-369-4362

EAA Chapter 471, Inc
PO Box 2585
Abilene, TX 79604

