



November 2010

PRESIDENT'S FORUM

Dear Members,

This will be a short column this month because the rest of the newsletter is jam-packed with important information that I want YOU to read. The important issues and activities are summarized in the report of the Board meeting this last weekend, so please read that. What is important is that you, the membership speak up and tell us, the Board what is important to you. Our most pressing issue is to at least break even with the hangar operation and failing that, what options would keep you as members and what options won't.



Also, what are your desires for such activities as meeting presentations, and what fly-outs would you participate in? And what are your opinions about pursuing or not pursuing purchase and resale of clothing and caps? What type of clothing would you be interested in purchasing?

Lastly, there are four very important events for the remainder of the year. The first is the election of one Board officer and four Board members at the membership meeting on Saturday, November 20th. All members have a right and a duty to vote, so please be there. The second important event is that we are, at this month's meeting, hosting an FAA Safety Seminar. It would be nice if we had a large membership gathering for that. Third is that we are having our last Young Eagles activity of the year, the same afternoon as our November membership meeting – all the more reason for you to be there. Finally, the annual Holiday Brunch is coming in December. This is THE major social event of the year for our Chapter. Last year's group had a great time, and so shall we again this year. Your support is greatly needed and appreciated. Please get your reservations in to Jack Massie ASAP!

Hope you all have a wonderful Thanksgiving with family, friends and good food and cheer.

Merrill Eastcott

BOD Meeting Minutes, 6 Nov

Merrill Eastcott was out of town, so VP Keith Spreuer ran the meeting. Others in attendance were Dave Bristol, Bill Edwards, Rhon Williams, Marty

and water bills paid, is \$13,211.34. The electric bill (recently about 160) will be paid when received.

Burnham, Robert Cullinan, Jim Lobue, Jack Kenton, Carl Lekven, and Joe Motis.

Jack Massie was also unavailable. Keith reported Jack as sending his treasures report. In the report, Jack said that our bank balance with all checks received through 11/4 and with current hangar rent

Regarding our hangar, we are still losing money. Keith has been talking with Dick Herron about leasing 1/3 of the hangar space plus office space and outdoor storage. Talks have not been promising. There was a proposal to run a security fence through the hangar to help sell the idea. So far, it looks like the neighboring A&C flying club

people are making a similar proposal to Dick Herron. We still have 4 small and 2 large vacancies. Dick Woods has donated a BK-1 project (pretty far along and looks good) and it is taking up a part of the hangar space. There is a possibility of moving the gull-wing Stinson inside for a month and the income from that one-month's worth of rent.

If we could no longer pay hangar rent, what would we do? One alternative was to look at a T-hangar. We have some machinery that would be hard to move and the downgrade from our present hangar to a T-hangar doesn't sound like it would solve anything. We need to inventory what we own and how we would handle moving out of the hangar. What do our members think? We don't know.

At our general meeting, on 20 Nov, we will be voting for chapter officers. There was some discussion of how to handle the voting. Also, the hangar will be opened to pilots to participate in a FAA safety seminar (topic: runway issues – presented by the FAA's Kurt Haukohl & Elliot Brann). By noon, we will be looking for helpers for our Young Eagles Rally at CPM's admin building. We really need some ground crew and we should not simply fall back on the handful of helpers that we have – the Farfan family isn't here any more, so we adults have to start doing more of the work.

The chapter's newsletter needs to have information about the Christmas Brunch (at the Alpine Village) and start looking at renewing memberships. Jack Massie, as treasurer, will be our point of contact for

the brunch. Sherry Schroeder is working on the door prizes, and Jack Kenton will put together an aviation quiz for us.

On New Year's Day, the chapter will hold its annual breakfast fly-out. Weather permitting, we are going to the restaurant at Hesperia Airport for 1-1-11. Other chapter fly-outs have not been really successful. Jack Kenton suggested that, for those that can walk a bit, a fly-out to Oceano can be followed up with a visit to a site where Monarch Butterflies congregate as a part of their winter migration. The site is one to two miles up the coast from the airport.

There is no meeting in December. The brunch replaces the meeting. We need to get our membership to sign up. For our January meeting, we are working on getting a presentation and speaker that will talk about flying in formation.

We did find a buyer for airplane parts (mostly wing ribs) from a Bearhawk project that had been abandoned at the hangar.

On the website, Dave Bristol said that he has not yet been able to get together with Walter Tondu to take over from him. Dave also told us that we need to make some kind of protective weather cover for our manlift's electric control panel.

Jack Kenton asked about past questions regarding getting shirts and ballcaps for the membership. Robert Cullinan said that it had been looked at and the decision was to not pursue the purchase and resale of the clothing. *JK for KS*

Here is the election slate proposed by our nominating committee:

Vice President – one year remaining:	Joe Motis (replacing Walter Tondu/ K. Spreuer)
Board Member – one year remaining:	Jim Lobue (replacing Eve Farfan)
Board Members – two year terms:	Rhon Williams (returning)
“	Dave Bristol (returning)
“	Jack Kenton (new)

Members may make additional nominations from the floor.

Hangar Report - Oct 2010

As of October we are still holding at 4 small vacancies and two large. This counts the space used for our

chapter tools as "vacant". We have one vacancy in the tie down area. It looks to me that the deal with Dick Herron will fall thru. He has not been very active in pursuing it. The latest word is that he wanted to move in but his two partners do not. Their reluctance seems to be of the lack of security for their equipment since our hangar has considerable accesses to members and the public. In the mean time I want to move the Gull Wing Stinson in for a month. It is only one month but would bring in \$710 that we would otherwise not have. It takes up 3 spaces but John would allow my plane down in his hangar to reduce his expense. Unfortunately, Larry Z needs to move over one space in order to make room and between him not feeling up to par and finding time to move, that will not happen till next week.

One of our vacant spaces is now also being occupied by a BK-1 project. It is a beautiful piece of work donated by our former President and Hangar Manager Dick Woods. Dick is not feeling well enough to continue the construction and wants the chapter to find a good home for the project. He very generously donated the complete project plus some very nice tools. Included in the tools is a specially ground 36" brake with a 1/8" radius lip. Of course the project itself is the showpiece of the donation. The BK-1 is a beta prototype. There are, I think, 25 builders doing "beta" versions and the designer is leading the way with one. It is a single place LSA design that is expected to cruise at 130 mph and stall at 30 mph! Any of you that have seen Dick's workmanship know this is first-rate craftsmanship. It is very far along. The fuselage is complete and on the main gear. The tail wheel installation is an easy job. The wings are done except for the flaperons and the rear spar needs to be matched to the fuselage (looks simple too). The fuel tank is about half done and the canopy is not started. The empennage is pretty much done. The fuselage is probably 90% done. The bulk of the work left is controls, avionics, and engine. Since the avionics will probably be the basic gages that is not a lot of work. It is designed for a 250 lbs, 6'4" pilot with full fuel and 30 lbs baggage (working from memory here so double check my figures). I believe it is designed for a Corvaire or equiv. Engine.

The ramp work is still on going. All the airplanes on the north side are now moved to the south. So, we have 3 airplanes stuck off the corner of our side yard. This is where the manlift and our other trailer would like to be. For now I have the manlift on the street side and the other trailer is in Texas to retrieve a project for one of our members. The plan is that those airplanes will go back North at the completion of phase 3 or 4 (not sure where they came from). Then our manlift and trailer can go there.

Not sure if this belongs in the Hangar report but there is great news on the Bearhawk project. Jed Parrish abandoned a great deal of wing ribs, material and a diesel engine. Robert Cullinan has put forth a great effort to market the remains of the project and it has been sold for \$1500. Seems this is quite a find for the buyers and it sure is good for us! Good work Robert!

Keith

Last Month's General Meeting – Oct 16

Keith Taylor spoke to our chapter about his Vietnam experience as a forward air controller (FAC) flying the Cessna Birddog. For those of you that missed it, you missed a great presentation. I wasn't able to be there, but did hear Keith make this presentation to a bunch of us veteran pilots & aviators. Flying a tailwheel, fabric covered machine with a lot of people on the ground not wanting you around makes for some worried times. You can tell the satisfaction that Keith had when he was able to bring in the "fast-movers" and successfully reduce the enemy assets that were moving to attack our U.S. forces there. *jk*

Young Eagles

Compton Air Fair --October 9, 2010

Our airport's Air Fair was the first of our October Young Eagles rallies. The weather was absolutely marvelous – with a mild breeze, neither too hot, nor too cool; although at 84°F, standing in the sun would have been unpleasant after a while. Mike Maxwell reported that at 3,500 feet the air temperature stood at 95°F – a little warm for the tightly cowled engine in his Lancair 235. Fortunately, Chapter 96 set up its YE sign-in tables in the shade of our hangar, so it was pleasant all day long.

We were able to fly about 34 young people. I suspect that the somewhat haphazard organization of the past events discouraged wider participation by some of our pilots, although some failed to participate because of malfunctions in their aircraft, as typical of mechanical devices. Point in fact: the Eastcott/Williams Cirrus failed to show on account of a recalcitrant alternator.

Our thanks go to Rudy Melson who did yeoman's service flying six flights carrying 18 young people in his Comanche 250. Only because their A/C hold only pilot and passenger did Jim Gates (Lancair 235), Mike Maxwell (also Lancair 235), Danny Matheus (Great Lakes 2T-1A), and Jack Kenton (Thorp T-18) not equal Rudy's performance.

Special mention should be made of Mike's practice of putting the Young Eagle in the left seat – I suspect giving them more confidence and a greater feeling of command. Interestingly, Mike reported that the young ladies seemed to grasp flying concepts more readily and eagerly than the young men. Hopefully, our male egos can take comfort in the small sample comprising this revelation.

Aside from the Master, Glenn Parkison, ground crew consisting of Mike Maxwell's grandson Ian Douglass, Vanessa Galvan, Roque Nauta, Rich Schleicher, and the writer, managed to stumble through the massive amount of paper work [?] to make it all happen smoothly.

Jim Stothers

YOUNG EAGLES --WINGS, WHEELS & ROTORS

Our next YE venture was at Los Alamitos with Chapter 7 for the annual WINGS, WHEELS AND



ROTORS event on October 24, 2010. We could have used your help!

After a week of overcast, fog, and rain, Sunday morning, Oct 24, opened with mostly clear skies, and a gorgeous sunrise promising a successful event at Los Alamitos Joint Forces Training Base. Our participation in the event, as in the past, was largely orchestrated by EAA Chapter 7 of Long Beach. Chapter 96, nevertheless, made a large contribution to the effort.

In all, if I have my numbers correct, we flew 118 Young Eagles. Sharing the effort were 24 pilots and aircraft. The numbers flown were not as large as expected because the group bussed in from Las Vegas, in past years numbering maybe 60, were represented by a group of only about 30 this time. Apparently someone told them that, if they had participated in the past, they were not eligible again.



Chapter 96 supplied Rhon Williams, Merrill Eastcott, Keith Spreuer, Don Herzstein, Dennis

Lord, George Butts and Danny Matheus as pilots and their corresponding aircraft.

For ground crew we had Roque Nauta and his daughter, Alyssa, Vanessa Galvan and her "significant other", Franky Ortega, and this writer. We can be proud of our ground crew; they recognized a need in the sometimes ponderous mechanism, and filled it superbly.

Interestingly, the weather cooperated right up until 14:00 when it suddenly got cooler, and cloud cover started to drift in. By the time I got home at 16:30 it was raining – again!

Next YE event; November 20 at CPM. See you there.

Jim Stothers

FAA Safety Team | Safer Skies Through Education

Participate in the FAA's "Wings" proficiency program at our membership meeting. The seminar is about airports: "If you CROSS the Line - You've CROSSED THE Line".

Description: Presentation on Airport Operations and changes to taxi instructions to include "Lineup and Wait." The FAA wants to hear from you about your experience and comments on surrounding airports

AOPA's "Summit" – it starts this Thursday, 11/11. At 10 AM there will be a discussion of the proposed LGB Class C airspace. On Saturday, AOPA's Summit will host the annual meeting of the California Pilots Association -- the state airport advocacy organization. The meeting will feature several speakers including the threats of low overflight of powerplant plumes and an update regarding the good and not so good California aviation happenings in 2010. (Check at www.calpilots.org.)

Fight against 3rd class medical gains momentum

Posted by *Janice Wood* · November 3, 2010

David Wartofsky, the controversial owner/operator of Potomac Airfield, closest of the Maryland 3 airports to downtown Washington D.C., has filed a formal petition with the Secretary of Transportation (FAA 2009-0481), and the Transportation Committee, proposing to replace FAA's 3rd class medical with a driver's license for private-use aircraft under 6,000 lbs.

"The day you lose your FAA 3rd class medical, you drive home in your family SUV," he says.

"What conceivable legitimate public-safety risk did the loss of your FAA 3rd class medical really address?"

"A pilot's loss of their class medical remains the greatest threat to aircraft ownership," he continued. "Without clear benefits, this rule continues to impose huge public-sector costs to manage, as well as negative impacts on the economy, when positive impacts are sorely needed."

In his petition, Wartofsky notes the medical requirements to fly a small private airplane are remarkably similar to those required to drive a 65,000 lbs. commercial passenger or cargo carrying

truck, also known as a Commercial Driver's License (CDL). He speculates that perhaps FAA may have simply slapped the commercial truck driver medical standards onto small family aircraft, but contends they are inappropriate for the aviation equivalent of the family car. Wartofsky further contends that generally cooperative general aviation pilots have been singled out for micro-management of a negligible risk, without due cause, saying: "Pilots will always ask how to comply, but somebody needs to ask the more fundamental question, "Why?"

As required by law, DOT had to publish Wartofsky's petition, but then tried to bury it, delaying action by accepting comments until 2009, he says. Wartofsky notes DOT's public comment period of nearly 100 years is "justice unfairly delayed" under the Administrative Procedures Act.

Wartofsky encourages all pilots and aircraft owners to submit additional comments to the petition online and to approach their representatives in Congress and Senate to support the petition. The objective is to force a full re-evaluation of the need for a 3rd class medical for private aircraft under 6,000 lbs. through an open public NPRM. An NPRM could potentially bring the existing

regulation under further oversight and accountability, which may not have existed when it was originally written, such as Regulatory Flexibility review and Economic impact.

Links to the comment submission site on Regulations.gov are available at Potomac-Airfield.com

5,000 Young Eagles take the next step

Posted by *Janice Wood* · October 19, 2010

The EAA and Sporty's say that 5,000 EAA Young Eagles have enrolled in the Next Step program. Through the Next Step program, Young Eagles participants have a pathway to further involvement in aviation – from a first airplane ride all the way to a pilot's license.

The cornerstone of the program is free access to Sporty's Complete Flight Training Course online. To date, Sporty's has donated courses having an overall retail value of more than \$1 million. "Sporty's Pilot Shop understands the EAA Young Eagles is an essential first step toward growing aviation through participation, but the aviation community must work together to ensure the next steps are also available," said Rod Hightower, EAA president and CEO. "Sporty's has been a leader that makes it possible for young people to discover their own passion for flight, and their leadership is also encouraging other aviation entities to help EAA build aviation's future."

This program's early success has sparked additional benefits, including a first flight lesson. Young Eagles who complete part one of the Sporty's course are eligible to take a free flight lesson at a local flight school. This gives Young Eagles the opportunity to sit in the left seat and receive 30-45 minutes of flight instruction. Numerous scholarships are available to support continued flight training.

A growing number of new young pilots have been directly traced to the Next Step program. One example is Tyler Stargardt of Marshfield, WI, who passed his FAA checkride on June 4. Through his involvement with EAA Chapter 992, Tyler applied for the EAA Young Eagles Flight Training Scholarship. As one of the recipients, he received \$7,500 to help pay for his flight lessons. Since earning his Private Pilot certificate, Tyler will also

be "paying it forward," as he plans to soon give EAA Young Eagles flights and introduce more young people to aviation.

For more information: YoungEagles.org, Sportys.com

Open letter to the FAA on preserving Mogas

Posted by *Kent Misegades* · October 19, 2010

There is a GAfuels Blog that is written by two private pilots concerned about the future of piston-engine aircraft fuel: Dean Billing, Sisters, Ore., an expert on avgas and ethanol, and Kent Misegades, Cary, N.C., an aerospace engineer and aviation journalist. Their letter follows.

Dear Administrator Babbitt:

I know that the FAA is working diligently with the EPA and the General Aviation Avgas Coalition to find a solution to the impending demise of 100LL avgas. Can you tell me what the FAA and EPA are doing to ensure that the other approved avgas will survive? It is facing a similar demise. Unleaded auto gasoline made to ASTM D4814 without ethanol is an approved aviation fuel. It has FAA approval through the STC process for more than 60,000 aircraft and is the recommended fuel for virtually 100% of the new Light Sport Aircraft. Because of the unintended consequences of the federal RFS mandate in EISA 2007 ethanol free unleaded auto gasoline is disappearing. It has already disappeared in the Northeast and California.

The EPA can remedy the situation by the sweep of a pen, since they are entirely responsible for implementing the RFS in EISA 2007. Renewable fuel is E85, not gasoline with 10% or 15% ethanol in it. The EPA has been asked by a number of aviation representatives to do so through the waiver comments for E15, including the EAA, Petersen Aviation and individuals, by prohibiting the blending of ethanol in premium unleaded auto gasoline throughout the U.S.

I urge the FAA to protect the "other avgas" as vigorously as it is working to find a solution to the 100LL conundrum.

Sincerely, **Dean Billing, Sisters, Ore.**

Narco Avionics celebrates 65 years

[Back in the 60's I remember flying in an old Cessna that was equipped with a Narco ADF. This was one of those black boxes with vacuum tubes. We've come a long way since then. Editor]

Posted by *Janice Wood* · October 28, 2010

Narco Avionics, in Fort Washington, Penna., commences celebration of its 65th year in business by unveiling its New Radio Rebate and Factory Service Discount Program. The program, which starts Nov. 1 and runs through January 21, 2011, will provide a \$50 rebate to all customers who purchase a new transponder and a \$75 rebate to all who purchase a NAV/COM through any approved Narco Dealer.

The Factory Service or Upgrade Discounts and Factory Service Extended Warranty will be given on all radios received at the factory until Jan, 31, 2011. The Factory Service Discount is 10% and the Upgrade Discount is 5%. The extended warranty is from three months to six months (same conditions as current warranty policy).

Proposal to put photos on pilot licenses expected by end of year

Posted by *Charles Spence* · October 28, 2010

WASHINGTON, D.C. —The FAA says before the end of this year it will issue a Notice of Proposed Rule Making to require photos on pilot certificates. This follows years of prodding by Congress and others after a bill requiring photos on IDs in many areas was passed in 2004. The NPRM is now at the Office of Management and budget for approval, a process that usually takes several months.

Rep. John Mica (R-Fla.) recently ripped into the FAA, DHS, and TSA for not complying with the law. He was chairman of the Transportation and Infrastructure Committee when the bill was passed and is now the ranking member. Mica said, "It is mind-boggling that six years after passing the law, after spending millions of dollars, the FAA license still does not have a photograph." The law had set a one-year deadline on the mandate. Its reported that GA groups are not concerned about the requirement to have a photograph on certificates but await the NPRM to see if the FAA's plan creates any financial or logistic burdens.

The AOPA wants to see how much the new licenses will cost and how they may be secured. A

bill passed by Congress in 2002 requires most port employees in the U.S. to have photo IDs. Workers are required to purchase high-tech cards at a cost of \$132.50.

Where and how to get the photo added to the license is another concern. Chris Dancy, speaking for AOPA, said cameras for auto driver licenses are right at the local office and photos can be taken and added to the licenses in minutes. Facilities for the FAA are not so numerous nor conveniently located.

Another concern is what kind of identification a pilot might be required to show in order for the issuer to be certain the person whose photo is on the license is actually that person. He said AOPA will be seeking the least cost and least burden on pilots to comply with the law. Pricing and logistics are a concern of officials at the EAA also. Spokesman Dick Knapinski said EAA members in general do not object to a small fee for a new license, but a hassle to obtain it would be strongly opposed. Technology is there to produce the kind of certificates planned, but how to use that technology with a minimum amount of burden is a question EAA is waiting to see answered when the NPRM is released. "We don't want to see a new bureaucracy created," he said.

The FAA estimates it may cost as much as \$6.75 million to replace all certificates over the next five years, according to a report by the Associated Press.

For more information: FAA.gov

Another viewpoint – from GA News

Posted by *Todd Huvar* · October 27, 2010

Todd Huvar, president of AircraftMerchants, a North Carolina-based aircraft brokerage, is a commercial pilot with multi-engine, instrument and seaplane ratings and is typed in Cessna 500 and Falcon 20 jets. He is founding editor and publisher of The Southern Aviator.

It has been reported that the FAA will soon publish a Notice of Proposed Rulemaking to require your photograph and some sort of biometric data on your pilot's license. The NPRM has been slow in coming, even though a 2004 law – the Intelligence Reform and Terrorism Prevention Act – requires the change in format.

This is one of the more stupid and invasive ideas

foisted upon us as an extension of the Sept. 11 homeland security knee-jerk that we are still seeing flail about. What on earth is the purpose of the extra hassle and expense of revising the pilot's license when you must already carry government-issued photo identification to exercise your privileges?

"It is mind-boggling that six years, after spending millions of dollars, the FAA license still does not have a photograph," wrote [Rep. John Mica](#), (R-Florida) complaining of the lapse. This from the same lame brain that suggested that Air Traffic Controllers were to blame for not seeing the birds on their radar that landed Sully and company in the Hudson. Mica is deservedly reputed for being an inept, bungling incompetent in Congress. Just who we need on the Aviation subcommittee.

What is actually mind-boggling is that such a lame-brain idea ever got written into law. It serves no real purpose and does not secure any aspect of aviation – or national – security.

Just how often are you called upon to produce your pilot's license or accompanying medical certificate? And what self-respecting sociopath would bother to have any such valid document if intending to break the law using an aircraft?

This will be yet another overreaching, intrusive and dumb regulation that accomplishes nothing but costing you money. Not to mention kicking your civil rights to the curb by requiring your fingerprints or other personal biometric information to be embedded on the new tickets.

[AOPA](#), [EAA](#) and the other alphabet groups are not nearly strident enough in lobbying against this dumb idea. But if we don't start heckling loudly now to get it stopped, get out your best smiles. And your wallets.

Top 10 Aircraft Wiring Mistakes

Posted by *Janice Wood* · October 3, 2010
VERTICAL POWER is making available a free 12-page paper titled "Top 10 Aircraft Wiring Mistakes." The paper is written for homebuilders who want to avoid making common wiring mistakes.

"During the last few years we've talked with hundreds of homebuilders about their electrical system," said Marc Ausman, president of Vertical

Power Inc. "There seems to be common topics about which builders have lots of questions. We've tried to address those questions in a short and easy-to-read paper."

The paper gives builders a simple way to start thinking about and planning the electrical system in their aircraft, and it applies to both traditional wiring as well as aircraft wired using a modern Vertical Power system.

Here are some of the topics builders can learn about in this paper:

How a basic electrical system works.

How to get started wiring your aircraft.

Learn if you are you making common wiring mistakes.

What tools to use.

Different types of contactors and how to wire them.

The paper can be found [here](#). (Check the URL below.)

For more information: VerticalPower.com

Through the Fence: You Be the Judge **EAA submits comments on proposed residential TTF policy**

October 28, 2010 — In [comments submitted to the FAA](#) on Monday, October 25, EAA reiterated its efforts to persuade the FAA that adjacent residential through-the-fence (TTF) agreements will not harm GA airport operations; rather, they create an economic stimulus tool that will actually *strengthen* local community ties to the airport.

After its longstanding policy to approve residential TTF access operations, the FAA announced on Sept 30, 2009, that commercial TTF access is good but not so much regarding residential TTF access. In its [proposed residential TTF policy document](#), the FAA stated its position against new residential TTF access opportunities at public GA airports is based on guidance found in the National Plan of Integrated Airport System (NPIAS). The key statement within the NPIAS: "...airports should be flexible and expandable, able to meet increased demand, and to accommodate new aircraft types."

In comments submitted to the FAA this week, EAA examined several airports with residential TTF operations and compared them to airports with

commercial TTF operations. Using the FAA's stated position that the airport "should be flexible and expandable," you be the judge of the FAA's position in the following side-by-side comparisons:

Independence State Airport, Oregon - A 200-home airport with TTF access and lots of open land on all sides: Does it meet the FAA test to be "flexible and expandable" per the NPIAS requirements?

Van Nuys, California - One of the busiest general aviation airports in the U.S.; it does not have residential TTF access. There is absolutely no free land in or around this airport. Does Van Nuys meet the same FAA's "flexible and expandable" test the agency is applying to residential TTF access airports?

Payson Airport, Arizona - Has a small residential TTF operation. With an abundance of open land on all sides, does it meet the FAA test to be "flexible and expandable" per the NPIAS requirements?

Boeing Field, , Seattle, Washington - Does not have a residential TTF operation. There is absolutely no free land in or around this airport. Does it meet the same FAA "flexible and expandable" test the agency is applying to residential TTF access airports?

"EAA's comments provide an alternative FAA policy that could be applied to public-use airports with commercial TTF operations, residential TTF operations, or both types of operations," said EAA's government relations director. "The combined policy would meet the needs of all TTF operators while providing local municipalities an economic incentive to grow their airports to be a more productive part of the community."

During a [September 22, 2010, House of Representatives](#) hearing on the residential TTF issue, the Acting FAA Associate Administrator for Airports agreed to come back before the committee to discuss the final policy document before it is released to the public. EAA does not expect that follow-up Congressional meeting to occur for at least 30 days; then expect an additional 30-60 days before the FAA releases the final residential TTF policy document. EAA will continue to monitor

these developments to revise the TTF policy.

GA working group meets with TSA on security issues

By Dan Namowitz

The Aviation Security Advisory Committee's GA working group, on which AOPA serves, met to discuss a variety of issues and initiatives Oct. 25 at the TSA.

The group, which provides industry involvement in security decision making, looked into ways to make TFRs more manageable for GA aircraft; a TSA request for feedback on a security grants program; better GA access to [Ronald Reagan-Washington National Airport](#); updating the 2004 Security Guidelines for GA Airports; and other issues.

John and Martha King also attended the all-day session, joining a review of the causes and ramifications of their [Aug. 28 confrontation](#) with police at the Santa Barbara airport (the erroneous reporting of their Cessna 172's N number as that of a stolen aircraft). Officials have acknowledged that better interagency coordination of databases, and improved aircraft registration methods, might have prevented the dangerous incident.

Members of the GA working group will follow up the day's session with suggestions for reducing the economic impact of TFRs on GA airport operations. Some TFRs have required aviation businesses to cease their activity while the TFRs have been in effect. AOPA has called for stakeholder participation in this process as a result of the impact of past TFRs in Las Vegas, Chicago, and elsewhere.

Security grants and gathering information to determine what projects to undertake were also discussed. The TSA will be required to provide grants to GA airports for security-upgrade projects, although legislation to distribute the funds has not yet been passed. "The GA staff at TSA would like to have a proposal ready, and information in place, should they receive appropriations. TSA asked the group for ideas on what considerations belong in the grant program. Many in the group suggested that the grant money be specifically allocated to 'GA-only' airports that cannot receive funding from FAA for security enhancements," said

AOPA's manager of security and borders.

The TSA is now conducting airport visits to validate information gathered in its GA Airport Vulnerability Assessment. This could lay the groundwork for the grant awards. TSA sent out surveys to approximately 3,000 GA airports last spring, and will report findings to Congress by year end.

The TSA summarized its summer meeting with the top five GA operators that fly into Ronald Reagan-Washington National Airport, and shared suggestions on how to increase the number of GA flights into the airport and make its Access Security Program more user-friendly. New updates and enhancements are to be released soon.

Revising the 2004 Security Guidelines for General Aviation Airports will be a task for AOPA and several of the working group's members. An important component of the update may be new TSA regulations expected within the next 12 months including the Large Aircraft Security Program, Repair Station Security, and the GA Airport Vulnerability Assessment.

The group also took up the Alien Flight Student Rule, focusing on the need to update the program to make it more workable for foreign pilots and the flight schools that train them. The GA working group was formed in September 2009, and meets twice yearly to review security issues and new developments.

The Aviation Security Advisory Committee was established in 1989 by the FAA with a mission of examining civil aviation security and recommending improvements for methods, equipment and procedures. ASAC recommendations are reviewed by the ASAC Secretariat within the TSA's office of transportation strategic policy, and forwarded to the administrator for consideration in future rulemaking actions and security program amendments. On Nov. 19, 2001, the Aviation and Transportation Security Act (ATSA) was signed into law, establishing the TSA and giving it responsibility for civil aviation security. Sponsorship of the ASAC then transferred to the TSA.

The challenges of ADS-B

Posted by *Janice Wood* · October 28, 2010

While ADS-B is being touted as the cornerstone of the Next Generation Air Traffic Control System, the FAA's plans to deploy the new technology nationwide face "significant risks and challenges," according to a recently released report by DOT's Inspector General.

Asked by Congress to examine the FAA's plans for ADS-B, the IG found that one of the biggest risks to successful implementation is the reluctance of aircraft owners to install new avionics. According to the report, it will cost GA aircraft owners between \$7,644 and \$10,920 for ADS-B Out equipment and another \$10,444 to \$29,770 for ADS-B In equipment. ADS-B out sends signals alerting other aircraft and air traffic controllers of an aircraft's position. To get all the technological benefits, one needs ADS-B In equipment, (displays critical flight/ wx information. While the FAA has mandated ADS-B Out equipment in all aircraft flying in the busiest airspace by 2020, requirements for ADS-B In aren't expected for at least two more years.

Another possible problem is frequency congestion. The FAA is proposing that airlines and other commercial traffic be on one frequency — 1090 MHz — while GA traffic will be on 978 MHz. The latter frequency has more bandwidth and can provide graphic weather information and data that airliners already receive from company dispatchers.

But solving the potential congestion problem brings up another problem: The need to rebroadcast information over both frequencies. It is important to ensure that different aircraft (equipped with different broadcast links) can "see" each other. This service, known as ADS-R (for rebroadcast) increases costs.

Another concern is ownership/oversight of the new technology. ITT Corp., which has a \$1.8 billion contract to build the ground stations and provide these services, will own the equipment, not the FAA. "It will be difficult for the agency to build and sustain sufficient in-house knowledge of how the system actually works and how problems are solved since it will neither own the hardware, ground stations, and related software nor be

responsible for the operation and maintenance of the ground system,” the report said. “We are concerned that FAA could find itself in the

unenviable position of knowing very little about a system that is expected to be the foundation of NextGen.”

Classifieds - Buy/Sell/Trade

Members’ ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any Ad. Submit your Ads to the Editor at jack.kenton@calpilots.org. Please let us know when your item sells. Ads will run for four (4) issues and may be renewed or adjusted by contacting the editor. Last issue indicated by [mm/yy].

WANTED - We have space in our fully equipped Chapter 96 hanger for your project with very reasonable rates. Each space is 20x20 has electrical, air, great lighting and 24x7 access. Contact Keith Spreuer at (714) 894-1172 for more information.

SALE: 1968 Mooney M20G Statesman, \$44,000. 180 HP Lycoming O360 with 465 hr SMOH. Airframe has 6420 hr TTAF with NDH. Upgrades: Hartzell three blade Top Prop, 201 style side windows, various speed mods, and 406 MHZ ELT. Economical cruise: 135 knots at only 8.5 gph. Rhon Williams at (310) 595-5955.

SALE: RV-10 – call Mrs. Lee Williams (310-376-6801). Plane is at HHR.

SALE: A 1946 Aeronca LSA is available at Whiteman Airport.

Coming Events

AOPA Summit (formerly the Expo)	11/11-13/10	Long Beach Convention Center
AOPA – LGB Class C	11/11 10AM	
Young Eagles	11/20/10	Compton
Christmas Holiday Brunch	12/19/10	Alpine Village
Cable Annual Airshow	1/8 & 1/9	Cable Airport
AirVenture 2011	7/25-31	Oshkosh

**EAA Chapter 96 Christmas Brunch
and
Fundraiser Auction**

Sunday, December 19th, 2010 – 10 Am until 2 PM at the Alpine Village

\$26 per person, please use this form to make a reservation and send your check to Jack Massie or give to a chapter officer.

Don’t forget to bring something for the auction -- the money goes to pay for young people we send to the EAA’s Oshkosh Air Academy. (Donated items are tax-deductable as a donation to a 501(c)(3) qualified EAA Chapter 96.)

Name _____ # of Persons _____

Total paid _____

(Jack’s mailing address is 24423 Alexandria Ave., Harbor City, CA 90710)

Chapter 96's Management

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NEXT CHAPTER MEETING – 20 November 2010

We meet the 3rd Saturday of each month, 10AM at the Chapter 96 Hangar, 1017 W. Alondra Blvd, Compton Airport. Our November speaker will be from the FAA's Runway Safety Team. Kurt Haukohl and Elliot Brann will present the topic: The FAA's Runway Safety Team will speak on airport operations – and wants to hear from YOU!

Access to the EAA hangar is available from the Alondra Blvd parking lot.

Visit our website at: <http://www.eaa96.org>

EAA 96 Newsletter Editor
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EAA 96 – The South Bay Chapter

