

Unrestricted Airspace

September 2007

The Newsletter of EAA Chapter 1310



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CHAPTER MEETINGS

**The next meeting will be Wednesday
September 12th 7:00-9:00 P.M.**

Mark Horan will talk about flying his Cub
between Connecticut and Oshkosh

UPCOMING EVENTS

**Saturday September 15-Pancake Breakfast
8:30-11:00 AM**

Start the day right with all you can eat pancakes,
sausage and scrambled eggs, along with coffee
and orange juice. All for only \$5.

**Tuesday, September 4 – “Aviation Weather –
Learning to make the best decisions”** by Jim
Adams and Robert Nardillo, Plainville, CT (see
www.eaa1310.org – event calendar for more
details)

**Tuesday, September 11 – “Regulations: What
every pilot should know”** by Alan Hoffler, East
Windsor High School (see www.eaa1310.org –
event calendar for more details)

If you have knowledge of any upcoming events, please
forward them to Susie Williams at the e-mail address or
mailing address at the end of the newsletter.

**For a more complete and current listing of local
aviation events please go to our chapter web site
www.eaa1310.org**

Chapter Secretary’s Meeting Minutes

Minutes of the August 8, 2007 meeting

17 members attended the meeting.

We announced the upcoming corn roast and pancake
breakfast.

The web site is transferred to a new server in Chicago
from its current location in Boca Raton so there may be
some interruption in service the next few days.

In order to avoid rushing to get chapter officers for
2008, we asked if anyone would like to join a
nominating committee.

We discussed the successful Young Eagles day last
month. Jack Hilditch came up with some talking points
that we may want to consider for the next time we have
this event. These items are intended to help with the
organization of the event.

Our costs for the Young Eagles event were \$302 so we
now have \$4,716 in the treasury.

Eric brought up a letter he received concerning the
passing of George Sawn of Willington, CT. George
was in the process of building a Zenair 601HDS, and
his widow is looking to sell the kit, which is
approximately 1/2 complete. Contact Eric if you want
further information

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Jim Glista announced that the next meeting of Chapter 166 will have a couple special guests. Two members of the Tuskegee Airmen will be speaking. The meeting is Sunday August 26th at 7:30 P.M. at the Pratt & Whitney Customer Training Center. Please arrive on time since the doors must be kept locked since there is no one staffing the door once the meeting starts.

Under New Business, we discussed the proposed changes to the chapter's bylaws. We expect the changes to help us qualify as an educational organization under IRS non-profit regulations. Some other minor changes were made to the bylaws to conform to the way the chapter operates.

According to our current bylaws, we need 80% of the membership to approve the changes, so please submit your ballot if you haven't voted yet.

The program then continued with photos and video clips from Oshkosh. Discussions continued on the event. The photos and video clips will be posted on the web site.

EAA NEWS

EAA RESPONDS TO ATA CHIEF'S LETTER TO CHICAGO TRIBUNE

August 21, 2007 - Air Transport Association president James May continued his lobbying for general aviation user fees in today's *Chicago Tribune*, using a [letter to the editor](#) to accuse general aviation of overburdening the air traffic system.

Doug Macnair, EAA's vice president of government relations, quickly responded with a [letter](#) based on his own experience at O'Hare International Airport in Chicago last weekend. His situation is a glaring example of how the nation's airlines have overtaxed the air traffic system through their own business model, and now are looking for general aviation to provide financial relief.

Unfortunately, this situation is all too common for airline passengers, with ATA using the situation to push for GA user fees. Such rhetoric is also why EAA and other general aviation organizations are urging

their members to be involved as Congress returns to session to discuss FAA reauthorization and funding plans.

It's important for every EAA member to be involved. To find out more and what you can do, go to <http://www.eaa.org/govt/index.html>.

CIRRUS CEO TO SPEAK AT EAA HALLS OF FAME DINNER NOVEMBER 9

Cirrus Design CEO Alan Klapmeier, a longtime EAA member, will be the keynote speaker at the annual EAA Halls of Fame dinner on November 9 at the EAA AirVenture Museum. Alan and his brother, Dale, began their business with a Cirrus homebuilt design, the VK-30 (the prototype of which is on display at the museum) in the 1980s. They moved on to production aircraft, producing the SR-20 and SR-22, and in just over a decade became one of the top small-aircraft manufacturers in the world. At AirVenture this year, Cirrus announced development of the SR Sport, a light-sport aircraft, and just weeks prior to the convention unveiled its "the Jet" personal. Jet. EAA members are invited to attend the dinner, which includes the induction ceremonies for the various EAA halls of fame, including the Homebuilders Hall of Fame; Ultralight Hall of Fame; Vintage Aircraft Hall of Fame; Warbirds Hall of Fame; IAC Hall of Fame; and Flight Instructor Hall of Fame. We'll have ticket information soon, so stay tuned.

EAA'S ULTIMATE 'SWEATSHIRT' BLANKET

Just in time for the football season, this big, soft blanket is made of the same material as that favorite sweatshirt of yours. The navy-colored blanket has a silver EAA logo imprint and is made of a 80 percent cotton/20 percent polyester blend measuring 54 x 84 inches. Get yours today for \$29.99 plus shipping and handling. [Order online](#), or call 800-843-3612.

FENDER BENDERS

By Bob Mackey, Senior Vice President, Falcon Insurance Agency, Inc.

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I've had many great experiences over the years attending all kinds of aviation events. From small local EAA chapter fly-in breakfasts all the way up to EAA AirVenture Oshkosh and everything in between, I've been very fortunate to see many fantastic flying events and more than my fair share of memorable aircraft. I have also seen a few bumps and dings caused when aircraft taxi a little too close to each other, a spinner or rudder getting banged by a passing aircraft. The question is, when does one of these minor "fender benders" cause your aircraft to no longer be airworthy? And what impact, if any, would flying your aircraft after a minor accident have on your aircraft insurance?

Aircraft insurance policies vary from one company to another so there's no way to say with certainty that coverage is or is not affected by minor damage to the aircraft, whether or not the damage affects the airworthiness of the aircraft.

The Federal Aviation Regulations (FARs) generally state that an aircraft is no longer airworthy if it's structurally damaged and the damage affects the flight characteristics of the aircraft. An aircraft mechanic with an inspection authorization (an A&P with an IA) is authorized to determine if the aircraft is airworthy or not. If a mechanic determines the aircraft is not airworthy you are required to obtain a ferry permit to fly the aircraft to another airport for repairs. Otherwise you will have to have your aircraft repaired where the damage occurs.

What should you do if your airplane is damaged away from your home airport and you're not sure if the damage is structural or may impact its flight characteristics? First, get all the facts. What happened? Who was involved? Who saw what happen? Get a police report (if possible) and any other details you can collect.

Next, talk to an aircraft mechanic, even one without IA, to get an informed opinion about the damage. The mechanic may also be able to point you to an IA-certificated mechanic. What ever you do, *do not* accept the opinion of someone that is not qualified per the FARs.

Then there's insurance coverage - will your aircraft insurance be voided if you fly your airplane after it is damaged and the airworthiness is not valid? Or, what if you fly your airplane under a ferry permit. Is your insurance valid or not? Depends. Some policies do not provide coverage unless the aircraft is airworthy. Others do not contain such an exclusion.

My advice: call your insurance company or your agent. DON'T take the opinion of someone that is not qualified to state whether or not your aircraft is valid for the flight intended.

EAA INSURANCE TIPS is a special EAA Member benefit. If you have an insurance related topic you'd like to see addressed or if you have any comments, please email bmackey@falconinsurance.com. If you need an insurance quotation call (866) 647-4EAA (4322) or go online www.eaainsurance.org and submit the online quote request form.

GARMIN IDENTIFIES, SOLVES G1000 PROBLEM

Garmin resumed deliveries of its popular G1000 integrated avionics systems to original equipment manufacturers (OEMs) on Monday, after it isolated and fixed a problem in the AHRS (Attitude, Heading & Reference System), the company reported this week. "The root cause of the problem was a VFC (voltage frequency converter) that was recognized very quickly in the installation process," said Gary Kelley, Garmin's vice president of marketing. "We worked very closely with the supplier and have resolved the issue. Garmin notified all OEMs immediately of the issue, affecting such aircraft manufacturers as Piper, Cessna, Mooney, Diamond, Hawker Beechcraft, and Columbia, which e-Hotline reported last week was forced to furlough 300 employees as a result. "It's always an issue whenever you disrupt anyone's manufacturing process," Kelley added. "But we were able to determine very quickly the range of serial numbers and were able to shut it down and bring it back up within about two weeks." www.garmin.com

WORLD RECORD SET USING FLIGHT DESIGN AIRCRAFT

The Indian Air Force celebrated its 75th anniversary with an around-the-world tour in just 79 days, and they

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did it in a light-sport aircraft, a Flight Design CTSW 2007 Classic Light. The circumnavigation was flown in day VFR conditions and pilots withstood difficult climate and weather conditions. They departed from Delhi on June 1 and returned there on August 19. Learn more about the trip on the [Times of India website](http://www.timesofindia.com). To learn more about Flight Design aircraft, visit www.flightdesign.com.

H.R.2881 THE WAY TO GO' IS AOPA'S MESSAGE TO MEDIA

The House FAA funding bill (H.R.2881) is the right way to pay for upgrading airports and the air traffic control system, AOPA said in a letter <http://www.aopa.org/epilot/redir.cfm?adid=12706> published in "The Washington Post." AOPA is sending that message to several media outlets across the country in an effort to educate the public. The association searches for articles relating to the FAA funding debate and then responds accordingly. AOPA President Phil Boyer responded to "The Washington Post" article, writing "The fuel tax is an efficient, progressive way for general aviation to pay. The more pilots fly, the more they pay." AOPA also has had letters to the editor published in "The St. Louis Post-Dispatch" and "Chicago Tribune." See AOPA Online (<http://www.aopa.org/epilot/redir.cfm?adid=12707>

AIRLINE EXCUSES CONTINUE IN FAA FUNDING DEBATE

This holiday weekend, the airlines will subject their passengers to more delays and miserable customer service. But it won't be their fault, they'll tell the news media. The airline's trade organization, Air Transport Association (ATA), has blamed congested airspace for delays. "You can have all the concrete you want--it's when you're up in the air that you have a space problem," ATA spokesman David Castelvetter told "The New York Times" on August 26. As any pilot knows, there's more room for aircraft in the three dimensions of airspace than the two dimensions of a limited number of runways. Read more in "Airlines are in concrete denial" <http://www.aopa.org/epilot/redir.cfm?adid=12708> To point out the airlines' numerous excuses, the Alliance for Aviation Across America prepared

a "delay excuse checklist"

<http://www.aopa.org/epilot/redir.cfm?adid=12709>

DOUBLE ENGINE FAILURE PROMPTS DIAMOND AD PROPOSAL

The FAA is proposing an airworthiness directive (AD) (<http://www.aopa.org/epilot/redir.cfm?adid=12720> for the Diamond DA42 Twin Star. The AD would require additional backup batteries for the full authority digital engine controls (FADECs) on TAE125-01 and TAE125-02-99 engines. This action was prompted by the in-flight shutdown of both TAE 125-01 engines on a DA42 flying over Germany in March. The pilot of the aircraft took off with an insufficiently charged aircraft battery. During a moment of low voltage when the aircraft's landing gear was retracting, the FADEC reset. This shut down the engines and caused the propeller blades to feather. Diamond has said that it will cover the cost of the battery installation, regardless of an AD. For more information, see Diamond's service bulletin (<http://download.aopa.org/epilot/2007/070830diamondsb.pdf>).

FOOTBALL FANS BE AWARE OF STADIUM TFRs

Football season has started, and although pilots might like to get a better view of the game by flying low over a stadium, that would be an airspace violation. In an effort to help you avoid these areas, review AOPA's list of stadiums, complete with the latitude and longitude location and sectional chart information (<http://www.aopa.org/whatsnew/stadiums.html>). See the blanket notam (<http://www.aopa.org/whatsnew/notams.html#national>) for flight restriction details.

University of Connecticut home football games in East Hartford will be held on these dates.

Saturday September 8, 7:00 PM

Saturday September 15, Unknown start time

Saturday September 29, Noon

Friday October 19, 8:00 PM

Saturday October 27, Unknown start time

Saturday November 3, Unknown start time

Saturday November 17, Unknown start time

CLASSIFIEDS- FOR SALE / WANTED

Do you have aviation related items to sell, or are you looking for something.

Any EAA member in the Northern Connecticut or Western Massachusetts area is welcome to list merchandise for sale or wanted on this page. Send an eMail to EAA1310.org or to Susie Williams @ susiewilliams531@comcast.net

WEB SITE OF THE MONTH

The AOPA Online Gallery allows you to download your favorite aviation images

to use for wallpaper, send a personalized e-card, and order high-quality prints to be shipped directly to your doorstep. Search the hundreds of fabulous images in our archives and select your favorites today! For more details, see <http://www.aopa.org/epilot/redir.cfm?adid=12621>

WANTED

Articles, pictures, etc. for the news letter. You can Email them to me at susiewilliams531@comcast.net or mail them to me at: Susie Williams, 121 Union Street, Apt. 3., Rockville, CT 06066