

# Unrestricted Airspace

October 2007

## *The Newsletter of EAA Chapter 1310*



Web Site: [www.eaa1310.org](http://www.eaa1310.org)

Mailing Address:

EAA1310

54 Wells Road

Broad Brook, CT 06016

Contact:

Mike Koczera @ Skylark

(860) 623-8085

### CHAPTER LEADERS

President: Eric Dixon

Vice President: Pete Russell

Treasure: Dave Christman

Secretary & Web Editor: Paul Dowgiewicz

Newsletter Editor: Susie Williams

Events Coordinator: Pete Russell

Membership Coordinator: Susie Williams

### CHAPTER MEETINGS

**The next meeting will be Wednesday October 10th  
7:00 PM.**

This will be the last opportunity to complete planning for the taildragger Fly-In.

We will be planning our events through next spring.

Officer nominations for 2008 will be made.

The meeting topic will be the various weather sources available to us.

### UPCOMING EVENTS

**Saturday October 13-Taildragger Fly-In & Safety  
Seminar 9:30AM-2:00 PM.**

Discuss the unique requirements of conventional gear flying, operation and maintenance from the area's experts on the topic. Cookout at Noon sponsored by EAA Chapter 1310 (Donations requested)

**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](http://www.eaa1310.org)**

### Prez Speak

Due to technical issues, the president's column could not be added to this issue.

### 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

## *The Newsletter of EAA Chapter 1310*

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

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

#### **FAA TARGETS 2020 FOR ADS-B ADOPTION**

October 4, 2007 - The FAA released a proposal this week that would require all aircraft flying in the nation's busiest airspace to be equipped with Automatic Dependent Surveillance Broadcast (ADS-B) avionics systems by 2020. Satellite-based ADS-B is the lynchpin of the Next Generation Air Transportation System (NextGen). In its [notice of proposed rulemaking \(NPRM\)](#), which at this writing was not yet published in the *Federal Register*, FAA states that ADS-B avionics would be optional for aircraft not flying in controlled airspace.

"Aviation must take the big step into the next generation of technology," said Acting FAA

Administrator Bobby Sturgell. "It's safer and more accurate. Satellite technology is here to stay."

The FAA claims ADS-B will be 10 times more accurate than the current radar-based system, allowing controllers to reduce separation standards between aircraft and increase the number of aircraft that can be safely managed. The FAA estimates that the number of air passengers will grow from 740 million passengers last year to one billion in 2015, and double today's levels by 2025.

This week's announcement states that ground stations for the new system will be installed beginning on the East Coast, portions of the Midwest, Alaska, and the Gulf of Mexico, with nationwide coverage expected by 2013. The agency awarded the ADS-B contract to ITT Corporation in September.

The final rule is expected by late 2009. The public can submit comments on the NPRM for 90 days upon publication. To submit a comment (once the rule is published), visit the [government regulations website](#), then select FAA in the "Agency" drop down menu; "Proposed Rules" for the document type; "Docket ID" for the category; then enter FAA-2007-29305 as the Keyword and click Submit.

Read about the FAA's [ADS-B demonstration flight](#) conducted during AirVenture Oshkosh 2007.

#### **FAA GRANTS EXEMPTION FOR IAC PRACTICE, COMPETITION FLIGHTS**

The FAA has approved an exemption requested by EAA on behalf of the International Aerobatic Club allowing IAC pilots greater operating flexibility when making practice and competition flights at contest sites, and removing a requirement that the aircraft flight manual be in the plane when practicing or competing.

A two-year exemption (through September 30, 2009) was granted allowing IAC pilots participating in IAC-sanctioned aerobatic competitions to carry less than the VFR fuel requirements under certain conditions. Fuel onboard must be enough to take off, complete the planned flight maneuvers, and land at the same airport

### *The Newsletter of EAA Chapter 1310*

with enough fuel to fly for an additional 10 minutes at normal cruising speed.

EAA asked that the exemption also include IAC members flying aerobatic aircraft while practicing at the actual competition airports prior to an IAC-sanctioned event.

“Prior to this addition to the exemption, IAC competition pilots were allowed the fuel exemption for judged flights only, not for practice flights at the contest site,” said Vicki Cruse, IAC president. Regarding the exemption from having to carry the aircraft flight manual in the aircraft at all times, Cruse commented, “You can imagine the safety issue having this requirement in place. It just doesn’t work for flying aerobatics. We are happy to have been granted all of these exemptions.”

IAC has been managing competition events under this exemption for over 28 years. This renewal continues to show the positive flight safety partnership that exists between the FAA, IAC, and EAA.

#### **DIRECT FINAL RULE FIXES N-NUMBER PROBLEMS FOR PPC, WSC**

October 1, 2007 -The FAA has remedied some unforeseen flaws in the Sport Pilot/Light-Sport Aircraft Rule by issuing a direct final rule regarding the placement, orientation, and size of N-numbers for powered parachutes and weight-shift control light-sport aircraft.

Effective November 13th, 2007, N-numbers:

- Must be at least 3 inches high
- Can now be applied to non-structural surfaces
- And can be affixed in a horizontal or vertical (stacked) orientation.

The size clarification removes the vagueness of the rule that stated N-numbers were to be "as large as practicable." The placement change allows aircraft owners to place their N-number on a plate, fuselage pod, or other non-structural surface when there exists no suitable structural member on these types of aircraft. Vertical orientation also provides flexibility

for some aircraft owners who otherwise lack a practical horizontal area to affix an N-number.

#### **CAP CALLS OFF SEARCH FOR STEVE FOSSETT**

The Civil Air Patrol ended its nearly month-long search for record-setting aviator Steve Fossett, EAA 562868, on October 2 after covering some 20,000-square-miles of rugged, high-desert terrain in Nevada and California. One of the largest, most intensive searches ever for a missing aircraft involved CAP wings from Nevada, California, Utah, Idaho, Oregon, Colorado, New Mexico and Texas.

"The Civil Air Patrol joins the rest of the aviation world and admirers worldwide in its disappointment in not locating Steve Fossett," said CAP's acting national commander, Brig. Gen. Amy S. Courter. "This remarkable man showed us what grit and determination are all about. In his life, he chased and shattered world records, floating and flying farther and faster than anyone before. His adventures are many and his accomplishments profound. We regret that those adventures may have come to an end." [Read more](#) (*Hear [Fossett's presentation](#) on the Perlan Glider, recorded at EAA AirVenture Oshkosh 2007.*)

#### **LOCKWOOD AVIATION OFFERS ROTAX 582 REBUILD SPECIAL**

Lockwood Aviation Repair (LAR) announced a 25 percent discount on Rotax 582 engine overhauls for those who act immediately with the slower winter months approaching. The special offer includes a new factory rebuild kit, eight hours of expert labor covering full disassembly, inspection, cleaning, special blast cleaning of all aluminum parts with a special plastic media that does not damage the lightweight material, and reassembly. Components include a new crankshaft assembly, new pistons, new top-end bearings, a complete gasket kit, new rubber carburetor sockets and clamps, new spark plugs, and new spark plug caps. To schedule your Rotax 582 Rebuild Special, call Kerry in the engine shop at 863-655-6229.

## *The Newsletter of EAA Chapter 1310*

### **NEW VOYAGER 4.0 REAL-TIME CHARTING ENGINE**

Seattle Avionics Software, Inc., announced its new Voyager Flight Software System, version 4.0, merging a real-time DirectX charting engine with version 3.6's fuel stop auto-routing, Google Earth integration, and more than 50 other new features. Voyager 4.0 can display any combination of digital vector data and geo-referenced scanned sectionals and IFR charts. This means that pilots can plan and fly using geo-referenced Sectionals or IFR enroute charts with overlaid weather, TFRs, and aircraft position. Voyager 4.0 seamlessly merges all Sectionals and IFR charts so pilots need not select particular charts to display; they simply pick the type of chart to display and Voyager does the rest. To learn more, visit [www.seattleavionics.com](http://www.seattleavionics.com).

### **TRAINING TIPS**

#### **COLD WEATHER INFLIGHT HAZARDS AND TIPS**

By: Technical Counselor Dave VanDenburg (email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com))  
EAA Chapter 439 (Michigan)  
[www.eaa.439.org](http://www.eaa.439.org)

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using

partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

## *The Newsletter of EAA Chapter 1310*

### 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](mailto:EAA1310.org) or to Susie Williams @ [susiewilliams531@comcast.net](mailto:susiewilliams531@comcast.net)

---

### WANTED

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