



## Near Chattanooga: Surprise Weather

By R.G. Blocks

Three decades of verbal flight briefing by FAA FSS folks. Sure, we use METARs, TAFs and other NOAA product and DUATs as flight planning information. All are useful. However, it seems that the word of FAA briefer emphasizes the strange tidbit that I might overlook.

Today would be such a day. For the flight leg Nashville KJWN to Atlanta Peachtree DeKalb KPDK, the briefer threw out a PIREP comment, "Clouds to the ground". Can clouds go to the ground? Not on a VFR Sport Pilot brief. We must see the ground.

The briefing was clearly a VFR briefing. There was no ambiguity. ForeFlight also showed smooth sailing VFR but there was patchy snowfall en-route between Nashville and Chattanooga. The briefer and ForeFlight showed VFR at all reporting points on and either side of our route for a hundred miles or more. Mid-day KJWN departure winds at 35 F were NNW at 14G20 and visibility 10 miles.

We took RWY 02, applied full power, nose down pressure on the stoke, rolled perhaps 400 feet when the airplane weathervaned to the NNW. Its castoring nose wheel did not appear to skid. We were pointed off runway center. I relaxed the down pressure. Immediately, we had the rug pulled out from under the airplane. We went airborne like being shot from a cannon. Nashville air was impolite.

To say I was surprised would be true. I made "sort of" an imprecise left departure pattern and was rapidly and momentarily thrust to 2400 Ft then pulled back down to 2000 Ft.

Groundspeed reached 170 Kts with 150 Kts common crossing under Nashville's outer ring. Then almost out of Nashville's airspace we rode vertically on a powerful column of air to well above 2400 feet. Swirling nasty winds in this foothill country made for uncertainty.



At that point I'd discovered my obvious intrusion into the ARSA (Class C) and thus called Nashville Approach Control to confess. Gave him our tail number and the current Nashville ATIS Automated Information letter and the controller said no crisis, appreciated the call, asked if I'd intruded earlier and he chuckled when I said, "probably yes." He said, "No problem, great flight, current barometer and thanks." I was relieved.

The sky cover was changing from layered and broken and shortly became more scattered as we approached Chattanooga. Virga was apparent at places, as the photo above shows.

It was there, within a minute of that view, we saw what appeared to be a cloud touching the ground. However, these were not clouds.



It was snow forming on the upwind face of the rapidly rising mountainous cliffs. Snow was flowing upwards around turbulent shafts of high-speed air that eventually calmed down before reaching the bases of the clouds whose bases varied from 2500 to 3500 scattered. Then the snow that grew on its upward climb would fall in a patch of its own. The photo on above shows the upward movement.

**Continued....**



## Surprise Weather Continued

Patches of "upward falling snowy air" were coming and going as we crossed the foothills of the Appalachian Mountains. We were zigzagging the course lubber line and changing altitude to avoid most of this chaos. I was being cautious since we were in the main, just a few degrees below 0 F. Extremely cold snow, dry snow, doesn't seem to stick to an airplane. However, wet snow may blind air intakes. We did not want to be in 'easy packing' snow; thus, traded time and fuel for our safety.

We were witnessing perhaps a rare phenomenon. I've never seen snow 'fall up' before. It seems super-cooled water droplets and vapor remaining liquid below 0 F were apparently being swept up the face of various cliffs. Picture moist air masses rising from steaming rivers. Hypothesizing that the 'cloud' of moist aerosol, perhaps seeded with a bit of dust, was forming an ice crystal then growing in front of our eyes. It was clear air, visibility greater than 10 miles. We could see the ground. No snow had accumulated anywhere: the ground was warm. Yet, snow was falling first upwards then shortly later downwards. We marveled at the phase transform.

It was a VFR flight. I hesitated to call in a PIREP because much like the briefer, I really couldn't immediately explain what we had encountered. Yet, we were close enough to see the 'action' without becoming part of the action. The flight was, once out of Nashville's impolite air, generally smooth but also a mite different.

Written by Roger G Blocks thinking about surprises and perhaps lessons from this leg of the flight south.

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First off, I'd like to thank Phil Fountain for picking up the Editor gig. The Contact yet again has a new look to keep things fresh. Phil has done a lot of good things for this organization and continues to do so. Please see his comments in the shop section regarding some of the yard work and upkeep around the building that needs to be done.

survive as long as there are enough new pilots to replace the aging population. This is all the more reason to continue with our youth aviation programs.

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## Pancake Breakfast

June 8 & 9 is a little over two months away. The coming warm weather will surely bring some cars out of storage. Remember if your relatives, friends or neighbors have a car for the show they will receive a free breakfast for driving to the show. All makes and models are welcome.

How about your pilot friends. If they fly in they will also receive a free breakfast. Remember if you have a plane at the airport, please consider parking it at the Chapter building for those two days for people to view. If you go to other airports take some flyers and hand them out

As the car shows start up I will be handing out the flyers to encourage a good turn out. You can do the same. Hand out flyers to anyone that will accept them. If you belong to another organization, take some to their events.

The more cars and planes that show up means we will have plenty of visitors to hopefully purchase a pancake breakfast.

Do you live or work someplace we can put up a small yard sign to advertise the event? If so let me know and I will make sure you get sign.

Contact me for flyers.

You can download and print flyers on the Home page of the Chapter website: [EAA 838 Flyer](#)

**Al Downs**

As I reported in the last Contact, March was a slow start to the Young Eagles season. April has the potential to be very busy however. On April 9, our chapter along with Young Aviators and Explorer Post 218 will have a booth at the Just Add Kids Expo at Case High School. Just Add Kids is the organization that put together the video during one of our Young Eagles events last year. Due to the large volume of kids and parents that will pass by the booth, we may have a larger than normal turnout for Young Eagles in April. If you have access to a flying machine, we could use you on April 13 at 9:00AM.

As most of you have probably heard, the FAA is closing many of the control towers throughout the country to meet budget cuts from the sequestration. I was surprised that 8 out of 10 of Wisconsin's Class D airports were losing their control towers. Time will tell whether this is a one-time reduction in services to general aviation or just the beginning of a series of cuts and added fees. Although some of the tower closings are arguably tolerable, I'm concerned over the safety of the busier airports. While this is a potential safety issue and an inconvenience to some, general aviation will continue to



## Funny Aircraft Maintenance Write-ups

Before getting started I would like to make a few comments about the continued success of the chapter, which involves membership involvement.

Good weather is sneaking up on us so when all the vehicles in the museum have departed, the chapter building is going to need some cleaning. The lawn needs to be mowed at least weekly and the shrubs will need trimming probably twice this summer. I have done the majority of the work over the past few years but now that I'm the publisher of the newsletter, it's time for others to pick up the slack in needed areas. Visual hints we can use to aid in figuring what needs to be accomplished are: seeing that the grass is getting longer, bushes getting taller, the floors are dirty, waste paper containers full, and the chairs in the classroom out of alignment. We all see these things, we just have to remember that the chapter does not take care of itself. If you see it, do it!

At the end of this last year's Christmas Party I took my wife home and returned to help clean up as we all did when I first joined the chapter. I was surprised to find everyone had gone home and not putting the place back in order as in the past. I did some of the work and went home. I could not come back the next day because of a commitment, but someone, probably one or just a few had cleaned up on the next day. From now on, let's plan on taking turns in assisting with Pancake Breakfasts, the Chapter Picnic, Monopoly Night (I believe Jim & Barb set the whole thing up), and the Christmas Party. When only a few continue to contribute, those doing all of the work get discouraged and the chapter ends up losing good members.

For many years a small number of dedicated and loyal members have been doing 95% of the chapter's work. It is time that all members contribute, on occasion, some of their time for the good of the organization.

Phil Fountain

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Below is some interesting information that I got from the internet as an example of what everyone in Chapter 838 can do to make the new newsletter interesting and a success.

We need content that members can share with each other that may be of value or just plain interesting to the membership.

**Below is a list of pilot-reported problems and the solutions the ground crew had for them.**

**Problem:** Left inside main tire almost needs replacement.

**Solution:** Left inside main tire almost replaced.

**Problem:** Test flight OK, except auto-land very rough.

**Solution:** Auto-land not installed on this aircraft.

**Problem:** Something loose in cockpit.

**Solution:** Something tightened in cockpit.

**Problem:** Dead bugs on windshield.

**Solution:** Live bugs on back-order.

**Problem:** Autopilot in altitude-hold mode produces a 200 feet per minute Descent.

**Solution:** Cannot reproduce problem on ground.

**Problem:** Evidence of leak on right main landing gear.

**Solution:** Evidence removed.

**Problem:** DME volume unbelievably loud.

**Solution:** DME volume set to more believable level.

**Problem:** Friction locks cause throttle levers to stick.

**Solution:** That's what friction locks are for.

**Problem:** Suspected crack in windshield.

**Solution:** Suspect you're right.

**Problem:** Number 3 engine missing. (pilot lingo meaning one of the engines was not running smoothly)

**Solution:** Engine found on right wing after brief search.

**Problem:** Aircraft handles funny

**Solution:** Aircraft warned to straighten up, fly right, and be serious.

**Problem:** Target radar hums.

**Solution:** Reprogrammed target radar with lyrics.

**Problem:** Mouse in cockpit.

**Solution:** Cat installed.

**Problem:** Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

**Solution:** Took hammer away from midget.

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## No Event Information this Month, but..

### a lesson in making assumptions...

I overheard this amusing exchange while waiting for passengers to board my island-hopper, July 2010, Penzance field, UK..

Visiting light aircraft (in a posh English accent):  
"Penzance tower, Cessna Light G123 request approach instruction and landing?"

Penzance tower (in a broad Scottish accent): "G123, Penzance tower welcome to my airspace, sadly we are not accepting your class, divert on heading and contact approach on Lands End."

Visiting light aircraft: "Penzance tower, negative, request approach instructions, my landing approved earlier, I'm with my partner and will be landing for the day."

Penzance tower, "G123, that is still a negative. Penzance field is a heliport. I strongly suggest diverting to Lands End airfield."

Visiting Aircraft, "Penzance tower, please confirm heading to Lands End.."

(The above story is a lesson in making wrong assumptions - especially where an immovable obstacle is misinterpreted to be movable - in this case producing acute embarrassment as the stance was motivated by a wish to impress a girlfriend.)

#### From R Brown (19 Apr 2011):

A few years ago at our Air Traffic Centre we received warning that an undisclosed number of US Air Force B2 Bombers would be crossing our FIR [Flight Information Region] at a particular time on a particular day. They would check in with us as they entered our airspace and check out again as they left. They gave us the callsign to expect, and the route was known, so it was logical to assume that they would contact us

at a certain time at a certain place. The callsign and reporting points have been changed to protect the innocent. Being the then famous new 'Stealth' bombers we would know little about it but they would pay us the courtesy of letting us know they were there. Eric, a very capable controller with a keen sense of humour was on position, and heard, "UAE Area, this is USAFB2. This is a courtesy call advising that we are about to enter your airspace." Eric replied, "USAFB2, welcome to UAE Airspace, we have you on radar 200 miles out over LOTUS, hope you enjoy your visit." Without thinking the Stealth Bomber replied, "Thank you UAE, it a pleasure to be... Wait - you got us on Radar? 200 miles out? You shittin' me?" "That's affirmative USAFB2," said Eric, "I'm shittin' you. Enjoy your visit."

#### Also from R Brown:

I worked at an international airport in the Middle East a few years ago. A local hero there and an all round good egg, Tom, in the tower one day received a call from the electrical guys on their way to do their daily checks. "Tower, Electric One. Request clearance to cross the runway at Yankee." "Electric One, Tower. Hold." A few seconds later Tom receives another call, "Tower, Electric One. Request clearance to cross the runway at Yankee." Tom replies "Electric One, Tower. Hold." A few seconds later, the same call again, "Tower, Electric One. Request clearance to cross the runway at Yankee." Tom replies, "Electric One - If you look to your right you will see a Garuda 747 about to land. If you've got the balls you've got the permission." After a couple of seconds, "Electric One - Holding."

#### From Jim (Aug 2010):

In 1978 I was a trainee Air Traffic Controller under supervision at Collage Station Texas, Easterwood Tower. This is a true story of a radio discussion one afternoon:

Unknown Aircraft: "Hello?.."

Easterwood Tower (me): "Please say again."

UA: "What?"

ET: "Who is this?"

UA: "This is Joe"

ET: "This is Easterwood Tower, where are you?"

UA: "I'm in the plane!"

(I looked down the flight line, checking if someone was sitting in a parked plane playing with the radio. I didn't see anything, and the senior controller was becoming more interested in my handling of the situation.)

ET: "Joe, where is the pilot?"

UA: "He got out when the engine quit.."

(I could only imagine a bizarre scenario in which the pilot had jumped from the plane.)

ET: "Joe, what does your airspeed indicator read?"

UA: (Long pause) "Zero?"

(So the plane was now in a stall I thought.)

ET: "Joe, whatever you have in front of you - a stick or a steering wheel - push it forward - you need to get airspeed over your wings!"

UA: "Are you sure?"

ET: "Yes Joe you need to push it forward... (pause)... What does your airspeed indicator read now?"

UA: "It's still zero."

(I thought, oh my god, Joe's plane was in a falling leaf spin. I couldn't help him. Joe was going to die. I did not know what to do. I looked to the senior controller. He said, "Ask him where his plane is.")

**Continued...**



## ATC Quotes

ET: "Joe, where is your plane?"

UA: "We are parked down at the end of the runway, the pilot got out when the engine quit and walked back to the hanger.."

ET: "Joe, get off the radio."

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Allegedly, while taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going?! I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!" Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?" US Air 2771: "Yes, ma'am," the humbled crew responded. Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

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One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did

you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough for another one."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

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A military pilot called for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter pilot that he was number two, behind a B-52 that had one engine shut down. "Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

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Allegedly, a Pan Am 727 flight waiting for start clearance in Munich overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."

(The previous sections were taken from [www.Business-Balls.com](http://www.Business-Balls.com))

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# Supported Programs

## We Need People to Contribute to these Sections!

### Young Eagles

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### Young Aviators

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## NTSB / FAA

### Paper Certificates Expire!

Paper certificate holders cannot exercise the privileges of PAPER certificates after March 31, 2013. This includes all certificates that are issued under 14 CFR Part 63 and 65.

To replace your Airmen certificate, visit Airman On-Line Services at [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/airmen\\_services/](http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/)

You can also fill out this form [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/media/8060-56.pdf](http://www.faa.gov/licenses_certificates/airmen_certification/media/8060-56.pdf) and mail your request to Federal Aviation Administration Airmen Certification Branch, AFS-760, P.O. Box 25082, Oklahoma City, OK 73125-0082.

### FAA Safety Team

#### Safer Skies Through Education

New NTSB Safety Alerts

Notice Number: NOTC4630

In case you missed the announcement, here is the press release from the National Transportation Safety Board (NTSB) announcing the publication of five additional Safety Alerts for pilots and mechanics.

Today, March 12, 2013, the National Transportation Safety Board issued five Safety Alerts that focus on the most frequent types of general aviation accidents.

"Because we investigate each of the 1,500 GA accidents that occur in the United States every year, we see the same types of accidents over and over again," said NTSB Chairman Deborah A.P. Hersman. "What's especially tragic is that so many of these accidents are entirely preventable."

Each year, about 475 pilots and passengers are killed and

hundreds more are seriously injured in GA accidents in the United States, which is why GA Safety is on the NTSB's Most Wanted List. (<http://go.usa.gov/28DF>)

A Safety Alert is a brief information sheet that pinpoints a particular safety hazard and offers practical remedies to address the issue. Three of the Safety Alerts focus on topics related to some of the most common defining events for fatal GA accidents. These include low-altitude stalls, spatial disorientation and controlled flight into terrain, and mechanical problems. The other two Safety Alerts address risk mitigation.

The five Safety Alerts issued today are:

- Is Your Aircraft Talking to You? Listen!
- Reduced Visual References Require Vigilance
- Avoid Aerodynamic Stalls at Low Altitude
- Mechanics: Manage Risks to Ensure Safety
- Pilots: Manage Risks to Ensure Safety

The NTSB is creating five short videos – one for each Safety Alert – which will be rolled out this spring. The videos will feature regional air safety investigators sharing their experiences and observations of the many accident investigations they conducted as well as advice on how pilots and mechanics can avoid mistakes that can have such tragic consequences.

"GA is essentially an airline or maintenance operation of one, which puts the responsibility for sound decision making on one person's shoulders," Hersman said. "We are promoting and distributing the alerts to reach pilots and mechanics who can benefit from these lifesaving messages."

The five Safety Alerts approved today, as well as others that have been issued since 2004, are available at [http://www.nts.gov/safety/safety\\_alerts.html](http://www.nts.gov/safety/safety_alerts.html).

The presentations investigators made to the Board today are all available at <http://go.usa.gov/28bx>.

This notice is being sent to you because you selected "General Information" in your preferences on [FAASafety.gov](http://FAASafety.gov). If you wish to adjust your selections, log into <https://www.faasafety.gov/Users/pub/preferences.aspx> where you can update your preferences.

Invite a fellow pilot to the next WINGS Safety Seminar in your area

[FAASafety.gov](http://FAASafety.gov)

### FAA Safety Team

For those interested in flying some place on weekends you might want to consider the following.

#### "How To Win A Spot Landing Contest or 'Learn To Land Where You Want To!'"

Topic: This clinic will improve understanding of accuracy landings and review topics to consider when executing accuracy landings.

On Saturday, April 6, 2013 at 9:00 AM

Location:

Wausau Flying Service, Inc. Wausau Downtown Airport  
725 Woods Place Wausau, WI 54403

#### Description:

Most pilots use "smooth" as the primary criteria for judging their landings. "Smooth" is not a term used to describe a proper landing in any FAA PTS. This clinic will discuss in detail how to land where you want to and the proper techniques to use when considering:

**Continued....**





traffic pattern shape, glide path, approach speed, aiming points, decision points, etc.

To view further details and registration information for this seminar:

[http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=49324](http://www.faasafety.gov/SPANS/event_details.aspx?eid=49324)

### **Pilots' Bill of Rights**

Since the April meeting will be about the "Pilots' Bill of Rights" I thought I would include the following chatter going on from the NBAA's AirMail system.

Ok, so I've been out of the country for a month: my PMI called me this morning, regarding my IA renewal: he emailed me about the form to sign before he could renew my IA. The signature acknowledges receipt of the Pilots bill of rights written notification. Can anyone shed light on this document? I understand that all airmen are going to have to sign it, and according to my PMI, it's a brand new requirement.

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When you say you "don't understand how it all came about" ... you're not saying, are you, that you are unfamiliar with Sen Inhofe's landing incident and the resulting legislation he sponsored?

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Here's the story – gives pilots the access to FAA info

Oklahoma Sen. Jim Inhofe scores legislative victory with pilots' rights bill

The U.S. Senate approved Sen. Jim Inhofe's bill that was born from the FAA action that followed the Oklahoma lawmaker's landing on a closed runway in Port Isabel, Texas, in 2010.

Inhofe, R-Tulsa, said his bill, called the Pilots' Bill of Rights, "ensures that pilots are, like everyone else, treated in a fair and equitable manner by the justice system."

The legislation, which was sponsored by two-thirds of the Senate, passed without a roll-call vote on Friday. Similar legislation has been introduced in the House but has not been considered.

Inhofe wrote the bill after his own dispute with the Federal Aviation Administration. Inhofe, a pilot for more than 50 years, was required to take remedial training in 2010 to avoid legal action from the FAA after an incident in Port Isabel, Texas, in October of that year.

Inhofe landed his 1978 Cessna on a runway that was marked closed and was under construction. According to an FAA report, there were construction workers on the runway. Witnesses on the scene, including an air traffic controller, told the FAA that workers scattered to dodge Inhofe's plane, according to recordings obtained by The Smoking Gun website.

Inhofe has repeatedly denied being at fault in the incident. On the Senate floor last month, Inhofe said he didn't see the "X" on the runway denoting its closure and that he had not seen a pilot notification about the runway before flying to the airport.

Inhofe blamed people that didn't like him for generating publicity about the incident and said he could have lost his license because of it. He said he was denied access to information that was going to be used against him in the investigation.

"When I told them that I was cleared to land by the controller, it took me, a U.S. senator, four months to get the voice recording to prove I was right," he said.

§

Hi Jad. I agree about the paperwork! I posted my original question to the nbaa maintenance website also. One of the guys came up with this article from John Goglia. For those, like me. Who are just finding out about this, it is a good idea to read his comments. It's also interesting to note that several IA's were not required to sign and return the Ac-

knowledge to renew their IA's.

### **John Goglia's Article**

Let's see a show of hands if you never heard of the Pilot's Bill of Rights? Looks like most of you. And if you've heard of it, you didn't really think too much about it, right? Of course. Who has time to think about pilots' rights when you're struggling to maintain your own! So, I can well understand why you wouldn't have heard of it, or if you heard of it, why you didn't look into it further. After all, a law with only pilots mentioned should apply only to pilots, right?

Wrong. At least when it comes to this newly enacted law. Yup. This law applies to mechanics, just as much as it applies to pilots – although the effects may well be harsher – as I'll tell you in just a minute. It also applies to aircraft dispatchers, air traffic controllers and anyone else who holds an airman's certificate. That's because the law applies to holders of "airmen certificates" and, perhaps unbeknownst to Congress and the President – and apparently AOPA and EAA as major pushers of this bill – A&P certificates are airmen certificates, too. So this means that this new Bill of Rights applies to us, too.

And, is that good news? Do we want the same bill of rights as our brother and sister airmen? After reviewing this law – I admit belatedly because I too thought it applied only to pilots – I say not so fast.

I think the passage of this law makes two things abundantly clear - no one in the government is looking out for mechanics. Couldn't our elected officials have thought to ask whether this law affected anyone other than pilots? After all, this law had seventy co-sponsors in Congress. Do our representatives even know that mechanics hold FAA certificates?

**Continued....**



And neither the FAA nor the NTSB – the two agencies directly affected by changes in the law – never thought to let mechanic organizations know. I have looked through mechanic and maintenance websites and have not seen a mention of the impacts of this law on A&Ps. (And AOPA and EAA have issued a number of press releases on this law but I have not found one that mentions any impacts on mechanics.)

So, what's my beef with this new law? It boils down to two main issues, although I have a number of other issues, as well. Instead of giving airmen stronger protections in FAA enforcement actions, I think it will make it more expensive for airmen to defend themselves, mainly because the new law requires the NTSB to comply with the Federal Rules of Evidence and the Federal Rules of Civil Procedure ("whenever practicable) instead of the current, more lenient administrative rules. (I've already seen one lawyer warn on his website, that with these changes to the rules, airmen will need to consult more than ever with experienced counsel. Ka-ching\$\$\$\$!)

The law also gives airmen the right to appeal a final NTSB decision to the Federal District Court instead of the Court of Appeals. Well, there's another expensive proposition. How many airmen have the kind of money to battle lengthy hearings in administrative tribunals and then start all over in federal district court? Really.

But my biggest concern though is that since this law only applies to certificate actions, it will push the FAA to use its airman civil penalty authority more vigorously. Which could result in onerous fines and findings of violations – and a greater impact on many working mechanics than certificate actions today. After all, many mechanics can continue to work even with a suspended license – as long as the work is done under a certificated mechanic's supervision. But who is going to pay their fines?

Moral of the Story: We really need to think about how we got caught unawares and how to prevent that from happening in the future.

§

Thanks John! What a great resource this site is! Makes sense. The guy can't read a Notam, or see a big X. But he can get this pushed through. I wonder where he stands on sequestration and the closing of control towers?

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# Racine EAA Chapter 838

# The People

Meetings  
Third Thursday's 7:00 pm  
Social 6:30 pm

April 2013  
Volume XXIV Issue 4  
www.Eaa838.Org

### Welcome

#### New Chapter Members

Adams Merritt  
Feb 2013  
Arts Michael  
Feb 2013

### Monthly Meetings

Boards Meetings	Second Thursdays	7:00 pm
Chapter Meetings	Third Thursdays	
	Social	6:30 pm
	Meeting	7:00 pm
Shop Night	Every Monday	7:00 pm
Explorer Post 218	Second Thursdays	7:00 pm
	Fourth Thursdays	7:00 pm
Young Eagles	Second Saturday	9:00 am
	(March - November)	

### Upcoming Meetings & Speakers

Apr	18 <sup>th</sup>	Brandt Madsen	The Pilots Bill of Rights
May	16 <sup>th</sup>	Dean Zakos	
		Steve Rehwinkel	Flying Ethics
Jun	8 <sup>th</sup> & 9 <sup>th</sup>		<u>Pancake Breakfast &amp; Auto Show</u>
Jun	20 <sup>th</sup>	Roger Blocks	Flying the Cessna Skycatcher
Jul	18 <sup>th</sup>		
Aug	10 <sup>th</sup>	Saturday	<u>Chapter Picnic</u>
Sep	19 <sup>th</sup>		
Oct	12 <sup>th</sup>		<u>Monopoly Night</u>
Oct	17 <sup>th</sup>		
Nov	21 <sup>st</sup>		
Dec	6 <sup>th</sup>		<u>Christmas Party</u>
Jan	17 <sup>th</sup>		
Feb	21 <sup>st</sup>		
Mar	21 <sup>st</sup>		

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