Racine EAA Chapter 838

Contact

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

January 2014
Volume XXVI Issue 1
www.Eaa838.Org

SOMETHINGS EVERY AIRMAN OUGHTA, GOTTA, MUST KNOW

NBAA AirMail

I moved this subject from the NOTAMS section of the newsletter, where it would normally be placed, because this problem could happen to anyone involved with an airplane. The comment comes from an aviation attorney through the NBAA AirMail system.

Phil Fountain

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A friend of mine is representing an airman in an FAA certificate enforcement action. The FAA is seeking a 150 day suspension for flying an aircraft that was unairworthy, even though the mechanic told the airman it was fixed.

The airman (we'll just call him "Bob"; not his real name) was flying his airplane under Part 91 when an abnormal indication light came on. Even though the POH did not require an immediate landing due to this indication, Bob played it safe and landed. The shop at the field needed to order a part which was installed the next day by a mechanic at a Part 145 station (we'll call him "John", also not his real name).

Bob and John went out to the ramp to do the necessary post-maintenance engine run-ups, and all checked out fine. John said "good to go" and Bob said "mail me the logbook stickers". Bob then loaded his passengers in front of John, who smiled and waved as John taxied for takeoff. The remainder of the flight was uneventful.

The exact timing isn't clear, but sometime after John waved goodbye to Bob, John checked the logbooks and noticed that he (John) forgot to attach a safety wire. Instead of calling Bob's cell or office (he had both numbers), John called his local FSDO and reported that Bob took off in an unairworthy aircraft.

The FSDO then called Bob, who advised Bob that his plane, now far away from home, was not airworthy. Bob immediately got the plane fixed, the logs updated, and most importantly, filed a NASA ASRS Report within the prescribed 10 days from learning of the incident.

The FSDO completed its investigation, forwarded everything to FAA counsel, who issued a Notice of Proposed Certificate Enforcement Action, in which it proposed to suspend my client Bob's certificate for 150 days. In an informal settlement conference, Bob told FAA counsel about his reliance on John's "good to go" statement, but FAA was unmoved. They stated that, pursuant to 91.405 and 91.407, the pilot has an independent obligation to ensure the paperwork was completed, clearly showing the aircraft was returned to service.

Worse, FAA counsel is rejecting the NASA ASRS suspension defense completely, claiming the violation was not "inadvertent" in that Bob knew the logbook entries were not complete when he said "mail me the logbook stickers".

Where this case will end up, who knows. A few words of wisdom to all in the meantime:

- The job is not finished until the paperwork is done. Unless it's life and death, wait for the sticker.
- The NASA ASRS is not bulletproof if the FAA believes you made a conscious decision to violate an FAR.

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President's Corner

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Daryl Lueck,

EAA Chapter 838 President

I hope everyone is keeping warm. It's been one of the coldest winters I can remember. It was good planning to have our Chapter furnaces and thermostats replaced, the building is noticeably warmer. The cold weather did cause one problem. During one of the early January freezes, we had a water pipe in the museum break. It's a good thing Bill Wolf stopped in and noticed the problem. A big thank you to Bill, Steve Myers and Phil Fountain for their efforts in cleaning up the mess and dealing with the broken pipe.

It is very important that everyone understands the cause of the water problem. We had the correct shutoff values for the outside hoses but all three had hoses connected to them. In the fall it is important that the hoses be disconnected before the winter weather arrives or else the water in the hoses will back up into the pipe area and freeze. We will have a winter and spring checklist for things of this sort but if you happen to see a hose connected to a shutoff valve in the fall please take the time to disconnect it.

We had a great meeting in January. Our speaker, Harold Mester, PR Director for Mitchell Field, gave a very interesting talk about the history of our local hub and plans for the future. We had 15 members attending the meeting, if you weren't there you missed a good one!

On February 15th at 7:00 pm we'll be starting the return of Movie Night. Please join us for Disney's Planes, popcorn and friendship at the hangar.

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Regarding the use of the new main gate system at the chapter, there are some members that have a hold-open gate key for the purpose of allowing the membership and visitors to attend chapter functions. There may be a time when the person who opened the gate will leave the chapter with the remaining members without the ability to close the gate.

If this situation should occur, there will be a hold-open key in the chapter building lobby on the right side of the circuit breaker panel that can be used to place the gate back in the automatic close position. To activate this feature, the key is placed in a small box installed on the right gate controller unit (northside). The key box has the word CLOSE on the right and OPEN on the left. Momentarily turning the key toward the CLOSE position (right) will active the gate to the closed position which will occur in about 15 seconds.

PLEASE, return the key back to the stored location in the chapter building. You can now exit through the gate with the opener or by driving up close to the exit side of the gate to open the gate in the usual manor for most airport gates. After driving through the gate area, STOP and wait to ensure that the gate closes. I believe it is an FAA regulation that it is your obligation to ensure gate closure at airports.

It may also be a good idea, for those who have a gate hold-open key, to notify others within the chapter that the gate will be closed when they leave and they can just drive up to the gate and it will open for exit.

Membership Renewal

Most EAA Chapter 838 membership registration expired on 12/31/2013. A few members have expiration dates throughout the year.

I would like to thank all members who have renewed their membership recently.

I would also like to ask the members whose membership expired at the end of last year to please pay their membership dues.

If you have any questions about the date of your expiration, or if we have received your check, please contact me at kensack@yahoo.com or call me at 262-554-9714.

You can renew by write your check (please annotate that it is for dues) and drop it off at the chapter in the glass donation box, or mail it to 3333 North Green Bay Road, Racine, WI 53404, or bring it to our next Chapter meeting. Please write "Attention: Membership" on the envelope.

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We Need Help

Attention all Chapter members. We are in need of a few of you to help the chapter with our youth education programs. As you know we have monthly Young Eagle Rally's from March through November. We have an opportunity to help out even more.

The Boy Scouts of America (BSA) has an Aviation Merit Badge for scouts. We need a few more adults to become Merit Badge Counselors. If we had chapter members as counselors, we could offer BSA troops an opportunity to get an Aviation Merit Badge as part of our Young Eagle program.

What does it take? The more Counselors that we have, the easier it is for everyone.

The BSA is offering Merit Badge training at Gateway Tech on March 8th 2014. There is no requirement to be a pilot for the Aviation merit badge nor to be a member of the BSA. However, the Counselor must:

- Fill out a BSA adult application (to consent to a background check),
- Take Youth Protection Training,
- Take Merit Badge Counselor(MBC) Training, and
- Fill out a Merit Badge Counselor registration form

(requirements for the Aviation merit badge can be viewed at http://usscouts.org/usscouts/meritbadges.asp).

All of this can be done in about a 2 hour training session provided by a BSA Advancement Committee Member. So in order to bring new Merit Badge Counselor on board in time for the Gateway Tech event in March the local BSA committee would have to schedule a Merit Badge Counselor training session in a timely manner, before March 8th.

If you are interested please contact Ken Sack at kensack@yahoo.com or at 262-554-9714.

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Supported Programs

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Explorer Post 218

Explorer Post 218 would like to invite any Chapter 838 members to come to a meeting this spring. We have a great schedule of presentations. The next meeting will be on Thursday Feb 13 at 7pm when Dr. Sean Dwyer's will continue his Presentation of Airplane Physics. Sean would like the Explorers take a more active role in the Young Eagle Ground School every second Saturday from March through November. The Explorers will be assisting Sean, or the ground school instructor of the day by presenting a portion of the ground school each month.

From Chrissy Kujawa to our Explorers: "Sean started out with how to form a presentation along with the different key concepts of a presentation. Then he asked for volunteers to come and present some of the topics. That was pretty tough for most of us because we had never done it before, but Sean helped us through it. He also gave us print outs of the crib sheets for the Physics and Chemistry of flight, which is what we will be presenting on for Young Eagles later this year. Our next meeting with him is February 13th. We want all who are coming to pick out one of the concepts from the crib sheets and learn it thoroughly enough to present the topic with the demos. If you are unfamiliar with these topics entirely and plan on coming, just familiarize yourself with the topics and don't worry about the demos. Sean attached the crib sheets and presentation info which was sent to all Explorers."

On Feb 27 at 7pm, Major Joe Small III (Retired) Marines will be our speaker. He will talk about a Career in aviation, both military, and corporate airlines. He will also discuss general information on the support needed to run the aviation industry.

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In case you are not aware, Maj. Joe Small flew his military twin-engine turbo-prop plane in Kuwait lower than usual as he hunted for Iraqi strongholds in the final days of the 1991 Gulf War. He spotted a large Iraqi enemy position with rows of intertwined trenches. He was in the process of getting out of there, and that's when he was hit by a surface-to-air missile. It took off the right wing of the airplane and put us instantly out of control. His back-seater was killed and he was wounded in the arm and forced to eject. Major Small landed with his parachute and was instantly surrounded by Iraqi soldiers who took him prisoner. He remained a prisoner of war for the next week and a half, spending much of that time blindfolded, tied up and in physical pain from his emergency landing and the myriad beatings he suffered during interrogations by Iraqi soldiers. He was shot down on Feb. 25, 1991, three days before the cease-fire that ended the Gulf War, an armed conflict where the U.S. and other forces helped expel Iraqi soldiers from the free nation of Kuwait, which was invaded by Iraq in August 1990 because of oil disputes.

Aviation Explorer Club

Kids between the ages of 8 and 14 years with parents are welcome to come to this monthly event beginning this coming spring.

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Seán's Corner

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Ben Franklin and the Dawn of Manned Flight

By Seán G. Dwyer

If you have ever sat in on one of our Young Eagle ground school classes you probably heard that hundreds of people flew before the Wright brothers. Ben Franklin was witness to the first two manned flights in two different types of aircraft THAT ARE STILL IN COMMON USE TODAY! The first was a hot-air balloon, and the second one a hydrogen balloon. Although inert helium has largely replaced highly flammable hydrogen in American blimps, many European balloonists still use the much cheaper hydrogen.

Ben Franklin had such an exciting time in Paris in 1783. He was there to negotiate the Treaty of Paris which ended the American War of Independence. An amazing man, he was the only one of America's "Founding Fathers" who signed all three of the key documents that created the United States. These were the Declaration of Independence, The Treaty of Paris, and the Constitution. Ben was also a well known scientist, or philosopher, as scientists were known in those days. Like everybody else in Paris, he knew about the two teams racing to be the first to fly a manned aircraft. That two week period began the Golden Age of Balloons. A letter written by Ben Franklin after witnessing the ascent of Jacques Charles and Nicholas Robert communicates the excitement of the day:

TO SIR JOSEPH BANKS

Passy, Dec. 1, 1783. Dear Sir:-

In mine of yesterday I promised to give you an account of Messrs. Charles & Robert's experiment, which was to have been made this day, and at which I intended to be present. Being a little indisposed, and the air cool, and the ground damp, I declined going into the garden of the Tuileries, where the balloon was placed, not knowing how long I might be obliged to wait there before it was ready to depart, and chose to stay in my carriage near the statue of Louis XV., from whence I could well see it rise, and have an extensive view of the region of air through which, as the wind sat, it was likely to pass.

The morning was foggy, but about one o'clock the air became tolerably clear, to the great satisfaction of the spectators, who were infinite, notice having been given of the intended experiment several days before in the papers, so that all Paris was out, either about the Tuileries, on the quays and bridges, in the fields, the streets, at the windows, or on the tops of houses, besides the inhabitants of all the towns and villages of the environs. Never before was a philosophical experiment so magnificently attended.

Some guns were fired to give notice that the departure of the balloon was near, and a small one was discharged, which went to an amazing height, there being but little wind to make it deviate from its perpendicular course, and at length the sight of it was lost.

Means were used, I am told, to prevent the great balloon's rising so high as might endanger its bursting. Several bags of sand were taken on board before the cord that held it down was cut, and the whole weight being then too much to be lifted, such a quantity was discharged as to permit its rising slowly. Thus it would sooner arrive at that region where it would be in equilibrio with the surrounding air, and by discharging more sand afterwards, it might go higher if desired.

Between one and two o'clock, all eyes were gratified with seeing it rise majestically from among the trees, and ascend gradually above the buildings, a most beautiful spectacle. When it was about two hundred feet high, the brave adventurers held out and waved a little white pennant, on both sides their car, to salute the spectators, who returned loud claps of applause. The wind was very little, so that the object though moving to the northward, continued long in view; and it was a great while before the admiring people began to disperse.

The persons embarked were Mr. Charles, professor of experimental philosophy, and a zealous promoter of that science; and one of the Messieurs Robert, the very ingenious constructors of the machine. When it arrived at its height, which I suppose might be three or four hundred toises, [Atoise was a distance of about 2 meters] it appeared to have only horizontal motion. I had a pocket-glass, with which I followed it, till I lost sight first of the men, then of the car, and when I last saw the balloon, it appeared no bigger than a walnut.

I write this at seven in the evening. What became of them is not yet known here. I hope they descended by daylight, so as to see and avoid falling among trees or on houses, and that the experiment was completed without any mischievous accident, which the

novelty of it and the want of experience might well occasion. I am the more anxious for the event, because I am not well informed of the means provided for letting themselves down, and the loss of these very ingenious men would not only be a discouragement to the progress of the art, but be a sensible loss to science and society.

I shall inclose one of the tickets of admission, on which the globe was represented, as originally intended, but is altered by the pen to show its real state when it went off.

When the tickets were engraved the car was to have been hung to the neck of the globe, as represented by a little drawing I have made in the corner.

I suppose it may have been an apprehension of danger in straining too much the balloon or tearing the silk, that induced the constructors to throw a net over it, fixed to a hoop which went round its middle, and to hang the car to that hoop.

Tuesday morning, December 2d.-I am relieved from my anxiety by hearing that the adventurers descended well near L'lsle Adam before sunset. This place is near seven leagues from Paris. Had the wind blown fresh they might have gone much farther.

If I receive any further particulars of importance, I shall communicate them hereafter. With great esteem, I am, dear sir, your most obedient and most humble servant, B. FRANKLIN

P.S. Tuesday evening.-Since writing the above I have received the printed paper and the manuscript containing some particulars of the experiment, which I enclose. I hear further that the travellers had perfect command of their carriage, descending as they pleased by letting some of the inflammable air escape, and rising again by discharging some sand; that they descended over a field so low as to talk with the labourers in passing, and mounted again to pass a hill. The little balloon falling at Vincennes shows that mounting higher it met with a current of air in a contrary direction, an observation that may be of use to future aerial voyagers.

If there is interest, in next month's CONTACT I will provide another of Ben Franklin's letters about the first aeronauts in which he described the technology through the eyes of a scientist of the day. He also speculated that aviation might bring an end to war:

Where is the prince who can afford so to cover his country with troops for its defence, as that ten thousand men descending from the clouds might not in many places do an infinite deal of mischief before a force could be brought together to repel them?

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Hearing What They Expected to Hear?

If you have internet access and after reading this article, select the graphic to see a re-enactment from the towers ATC tape.

General Edward Lawrence Logan International Airport in Boston is a complex operation with multiple runways and ground operations that can be especially challenging. The complexity can rise significantly when changes are taking place and different people have different expectations of what they believe is occurring.

We join the event one night as a Cessna Citation, call sign LJ6, is trying to depart with the least amount of delay. The ground controller assigns Runway 27, which was not the primary departure runway, and LJ6 asks if that will get them out faster. Responding, "Yes," the ground controller then instructs LJ6 to taxi to Runway 27 via taxiways Charlie and Delta, hold short of Runway 33L, and monitor the tower. LJ6 reads the clearance back correctly, taxies out as instructed, stops short of Runway 33L on Taxiway Delta, and waits patiently for further instructions from the tower.

So far everything is going according to plan and things are probably looking pretty good on LJ6's flight deck. But did that perspective establish an expectation on the part of the two pilots, anxious to depart with minimum delay, taxing out with the belief they had to do things in a hurry? Were they already ready to "hear" what they were expecting to hear?

Meanwhile, at least four other aircraft are on the tower controller's frequency holding short of Runway 27 on Taxiway Charlie. The tower controller is advising each aircraft to expect Runway 33L and to hold short of Runway 27.

In the control tower, the ground controller is standing next to the tower controller and they are both watching the traffic begin to back up. The need to get the aircraft moving is increasing as Taxiway Charlie becomes congested with waiting aircraft. Ironically, the use of multiple runways, designed to increase traffic volume, can create this type of temporary bottleneck. One of the hidden risks that can occur under these conditions is that a controller's focus may shift to the perceived "problem area," in this case Taxiway C at Runway 27. It's a normal controller response to identify the problem, solve it, and move on to other tasks. But sometimes that momentary shift in focus changes the risk level. An analogy would be a pilot's instrument scan becoming narrow as cockpit workload increases—ever find yourself staring at the attitude indicator? The same thing can happen to an air traffic controller.

As you watch the animation you will see the line of aircraft holding short of Runway 27 at Taxiway Charlie. If you look on Taxiway Delta, right next to Taxiway Charlie, you will see LJ6 continuing to patiently hold short of Runway 33L exactly where he is supposed to be. In all likelihood the crew is also spring loaded to execute the next clearance they are expecting to hear—to "cross Runway 33L" for their expedited departure off of Runway 27. Their level of expectation is a potential risk factor they may not recognize.

Listen to the voice of the local controller in the animation. Sometimes voice, like body language, can send signals we can use to our advantage. Perhaps the signal is one of increasing traffic complexity. Perhaps it is a signal that the operation is getting busy. In either case, it may offer a barometer of changing risk levels.

Because of the number of aircraft on Taxiway Charlie waiting to cross Runway 27, it's very possible that the tower controller may not be able to see LJ6—another indication of potentially increasing risk.

In the control tower, information is passing hands quickly, either through electronic means, verbally, or on paper flight strips. Coordination is becoming more complex as the controllers orchestrate the ballet that is occurring on the surface and in the air. It is very easy to look down and see a call sign but say something else. We'll hear an example of this in the animation when the local controller instructs "Jet Blue 489" to taxi into position and hold but it sounds like "Jet Blue 49." However, instead of confirming the call sign, the crew elects to respond to the transmission as "Jet Blue 49"

and another element of risk is added. Regardless of whether this was caused by speaking too fast, ';clipping' the transmission, or misspeaking the call sign, it still impacts effective communication. Whether or not this made a difference we can't say, but it might have been an opportunity to mitigate risk that was lost.

So, what is the situation now? If we were in the control tower and looked out the tower window we would see a line of aircraft holding short of Runway 27 waiting to taxi across to get to the departure runway. We hear the local controller instructing everyone to hold short of Runway 27 on Taxiway Charlie…transmissions are happening faster and faster…we see a lot of aircraft near the intersection. Then we hear the tower controller say, "LJ6 taxi across Runway 27." We hear the aircraft clearly read back "taxi across Runway 27," and then we watch the aircraft taxi across Runway 33L just as the Jet Blue aircraft begins his takeoff roll. This was the final increase in risk.

What could have happened? Use of multiple runways and traffic flows are normal events that happen every day across the country. What made this time different?

Let's try to look at the event from the perspective of LJ6. When the aircraft was originally issued instructions to taxi to Runway 27, there was probably a hope and expectation it would allow them to depart faster—clearly a clue that somebody was in a hurry. Although they very patiently waited at the hold short line, there may have been a conversation going on in the aircraft about delays, schedules, or other distractions. Could those types of distractions, combined with their expectations, have made them forget they were holding short of Runway 33L? Were they primed and ready to hear what they were expecting to hear?

Historically, it's never just one thing that causes an event; it's always a buildup of seemingly little things that combine to cause the event. Sometimes the solutions are changes in procedures or technology. Sometimes they are very simple, often times very complex. Sometimes it's hard to tell.

Years ago, a very wise pilot described what he did when he was entering a busy airport environment: He moved the seat forward a notch. That simple step was his acknowledgement that things were going to get busy and he needed to devote his complete attention to conducting the flight. One of the many solutions to reducing runway incursions may be as simple as moving our seats forward a notch—it could be our mental checklist item, reminding us to devote our full attention to careful surface movement.

Tom Lintner is an airline transport pilot, CFI, and air traffic controller who works with the FAA's Office of Runway Safety.

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Cockpit Concepts

Automation Reliance

The following is from the professional side of aviation but it is important for all pilots to understand that pilots must be a good cockpit manager with the coming of glass cockpits and the new navigation systems being developed. With that comes information overload that all pilots must learn to handle. We can now see the day coming where there will no longer be a VOR and the younger pilot generation will be asking what's a VOR just as most of us asked what's an LFR? (Low-frequency Radio Range).

Some of the following may be difficult for many general aviation pilots to totally understand by I think they can get the general idea of the problems technology can create. I've often taught company pilots that when a situation gets busy and the automation gets in the way to turn it off, fly the airplane and start adding the automation back in as needed.

Phil Fountain

Aviation Safety Connection
Go to: http://aviation.org
Cockpit Concepts: January 5, 2014

By Bob Jenney

In our LinkedIn Group, Sustaining Safe Flight Operations, member Brian Miller pointed to a recent AIN (Aviation International News) article that described a research effort for designing the user interface in cockpits to address the problem of "over-reliance on automation by pilots who are insufficiently trained to handle an aircraft when the technology falters." The Air France Flight 447 accident and Northwest 188 incident, both in 2009, were cited as examples.

Fellow subscriber and past contributor to Cockpit Concepts, Steve Bradford, commented on his automation experiences over the years and summarized ground rules that pilots have adopted to remain in control. Steve agreed to have his LinkedIn comments repeated here for this audience, as follows:

I started my airline career in a DC9-30, which had a wing leveler auto pilot, a compass, VOR, and a clock. After that I went to the MD-80, my first digital airplane. Then the B737-300/400 and finally the Airbus narrow body family.

Each transition went to a higher and higher level of automation and each has its own quirks.

"What's it doing now" was a favorite refrain, as we all learned about automation. We did however have some hard and fast rules that were common to all types.

1. We did not use open descent mode-AB below 1000AGL

2. No descent in Any mode where CLMP (clamp) mode MD-80 was displayed below 1000AGL

3. Level Change LVL/CHG B737

We do not use these modes below 1000AGL as did the Asiana crew.

It invites exactly the disaster that befell this crew. The MCP altitude was set above the current altitude and the aircraft was in an open non-governed descent mode waiting for the next "vertical event", which in this case is the ground.

It's in all our manuals and even though each aircraft has a different button to push or name for the mode, they all share the same characteristic that the thrust levers go idle, and the aircraft waits for a vertical event to happen to cause the altitude to capture and the throttles to unlock.

While there can be improvements made to this and the way the pilot interfaces with the aircraft this is an extremely basic mistake. A contributing factor, I feel is that nature of the operator and that they insist on maximum use of automation at all times.

I fly up and down the East Coast and go to airports with complex visual approaches like LGA and DCA. The automation won't get you to the runway so you turn it off. Operators need to ensure that their crews can actually fly with the automation off. That means all off. One of the biggest problems you can have is attempting to use the automation in a way it was not designed.

The Airbus is very critical in that to get to the basic level a pilot must ensure that both flight directors are off. If one remains on the aircraft will revert to that guidance and use it. If something other than desired is programed into the FMC, that is what the aircraft will do. OFF means OFF and then at least you know what you have.

You can make an Airbus into a DC-9 30, from a flying standpoint, with two instinctive button clicks and the FD switch. It should be trained to be a natural reaction to automation that won't do what you want.

That's my $.02 on the matter.

Steve Bradford

Vice President at US Airline Pilots Association

The interface concept introduced by AIN appears to be an effort to keep the pilot (and pilots) in the information/action loop, and it will be interesting to see if it has practical merit. The discussion has started. Many thanks, Steve, for your contribution, and hopefully others will choose to comment.

Cockpit Concepts

Adopting "Best Practices" Part II

SMS Perspectives: January 12, 2014

In our prior examination of best practices we concluded:

a) It is advisable to think in terms of "smart" or "proven" practices since no "best" practice fits every organization

b) There is no central list of aviation best practices to draw from.

Therefore, the challenge for any flight organization is to examine all its procedures to determine if they are internally consistent, they meet the organization's stated goals, and they "achieve high levels of safety and professionalism" that IS-BAO strives to accomplish.

This process of self-examination is fully consistent with the SMS concept of continuous improvement since, over time, even the "best" ideas can be improved upon. A truly healthy SMS evolves, becoming more effective as changes for the better are introduced. And change management is simplified since innovation is introduced in small, incremental steps as opposed to large modifications that can be disruptive.

Through your own initiatives you will learn of the "best practices" that other operators have incorporated, examine their applicability to your operation and adopt those features that improve the way you conduct your business. As stated before, the revised practice will then be yours—you will own it.

Let me encourage you to start the self-assessment process now. Pete Agur of the Van Allen Group, Inc. has constructed a questionnaire1 designed to test your compliance to high aviation industry standards (http://www.vanallen.com/index.php/business-aviation-best-practices-a-quick-test-for-yourself). He has compiled a group of questions in each of three categories: Business, Administration, and Scheduling; Flight Operations; Maintenance Operations. As examples, a typical question from each section follows:

"The aviation department's emergency response plan has been developed, training has occurred, and a simulation or practice is held at least every two years."

"You have established and adhere to predefined aircraft performance restrictions for standard runway conditions (dry), contaminated conditions (wet, standing water, snow, slush, ice, etc.), and width restrictions."

"You adhere to a technician fatigue management program (maximum duty days and minimum rest periods) that is similar to that used for the flight crews."

Take the quiz and score your results as the article suggests. You may well gain insight into your operation's conformance to industry best practices, and the results may surprise you.

Adopting best practices is not a routine undertaking. It requires the desire to improve, the necessary research and networking, and the sound judgment to incorporate those ideas and practices that fit your flight operation's objectives. It can be an interesting and satisfying challenge, one that can propel your organization to a position of leadership in your aviation niche.

NBAA

AirMail System

You may remember a couple weeks ago when an airplane crashed at the Aspen airport. The following comments are from todays NBAA AirMail system by a pilot that has developed some hard rules for this airport. It would be of value for ALL pilots to establish their own policies and procedures for flying, it takes more than the FARs to keep safe.

Phil Fountain

For what it's worth….

I have flown into KASE approximately once or twice a month for the past 20 years. We train for Aspen during our Falcon 2000 recurrent training annually and have incorporated as many emergency situations as we can contrive. Some years ago we trained for the special approach and made application to our local FSDO for approval. We received a letter and packet from them requesting information and proving runs. After much deliberation, we decided that the expense of conducting the proving runs to gain approximately 200 feet lower minimums than the published LOC DME approach was not worth it. The reason I am explaining this is that I have had a fair amount of experience operating into Aspen and have seen a lot of things tran-

spire there over that time.

Consequently, after many years of experience operating into ASE, we have incorporated the following into our standard operating procedures:

1) Instrument approach visibility requirement increased to 5 miles minimum – no tailwind is permitted when executing the approach.
2) No operations approved during wind shear alert.
3) Maximum tailwind component allowed is 10 knots per limitation. If tail wind component exceeds 10 knots a visual approach to runway 33 is required.
4) Visual approach to Runway 33 can be executed under VFR conditions only. This approach is intimidating as discussed by others. I have executed it approximately 6 times over the years and I believe it is preferable to landing with excessive tail wind.
5) No night landing operations allowed under any conditions.

Landing approach conditions at Aspen change all the time – sometimes dramatically within minutes. We have determined that there are enough good alternatives to preclude taking unnecessary risks. The frequency of our operation is just not enough to provide the experience level we believe is required for night operations or instrument approaches to published minimums.

No matter how confident one is in their abilities – Aspen is one of a few airports that can humble you (or worse) very quickly!

Our principles completely endorse our limitations. A diversion to Rifle (RIL) only requires a 1 hour and 30 minute drive to Aspen under the worst conditions. A small price to pay for a safe conclusion to the flight!

NTSB

December 27, 2013

WASHINGTON - The National Transportation Safety Board issued five new Safety Alerts last week that provide general aviation (GA) pilots with mitigating strategies for preventing accidents. These Safety Alerts follow five that were issued in March at a Board Meeting that focused on the most frequent types of general aviation accidents.

"Knowing these accidents, which sometimes include entire families, can be prevented is why 'General Aviation Safety' is on our Most Wanted List of transportation safety improvements," said NTSB Chairman Deborah A.P. Hersman. "At a time when many people are putting together their list of resolutions for the coming year, these five Safety Alerts remind pilots, mechanics and passengers of basic safety precautions to add to their checklists to ensure a safe flight for all on board."

A Safety Alert is a brief information sheet that pinpoints a particular safety hazard and offers practical remedies to address the issue.

The five Safety Alerts issued last week are:

- Check Your Restraints
- Engine Power Loss Due to Carburetor Icing
- "Armed" for Safety: Emergency Locator Transmitters
- All Secure, All Clear (securing items in the aircraft cabin)
- Proper Use of Fiber or Nylon Self-Locking Nuts

The NTSB is charged with investigating about 1,500 aviation accidents annually. Each year, about 475 pilots and passengers are killed and hundreds more are seriously injured in GA accidents in the United States. (http://go.usa.gov/28DF)

The five GA Safety Alerts released, as well as the 25 others issued since 2004 (including five video Safety Alerts), are available at http://go.usa.gov/2BeA.

Racine EAA Chapter 838

The People

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

January 2014
Volume XXVI Issue 1
www.Eaa838.Org

Welcome

New Chapter Members

Oliver Kotcke	December 2013
Lawrence Stys	December 2013
Rebecca Schmitt	September 2013
Mattthew Borgardt	September 2013
Robert Clarke	August 2013
Bill Myers	June 2013
Bill Schalk	June 2013
Michael Ratchford	May 2013
Merritt Adams	Feb 2013
Michael Arts	Feb 2013

EAA Chapter Distribution

Chapter 18	Milwaukee
Chapter 217	Kenosha
Chapter 414	Waukegan
Explorer Post 218	Racine
Steve Hedges	AOPA

Sean's Answer

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 (March - November)	9:00 am

Upcoming Meetings & Speakers

Jan 16th	Harold Mester	History of Mitchell Airport
Feb 20st	Ty Hammerle	Wildcat recovered-Lake Michigan
Mar 21st		
Apr 17th	Jarrett Tessar	VFR Cross County Planning
May 15th		
Jun 19th		
Jul 17th		
Aug 14th		
Sep 18th		
Oct 16th		
Nov 20th		

Officers

President	Daryl Lueck	414-333-4228
Vice President	----------	
Secretary	Tracy Miller	847-420-5098
Treasurer	Steve Jenkins	262-681-2491
Foundation	Steve Myers	262-681-2528

Directors

Jim Hantschel	262-637-3376
Phillip Fountain	M 414-803-5357
Ken Sack	262-554-9714
Roy Stuart	262-884-0371
Eddy Huffman	H 262-639-8301

Committee Chairpersons

Programs	Rick Goebel	M 262-886-4171
Monday Shop	Jerry Bovitz	262-639-8583
Librarian	Eddy Huffman	262-639-8301
Membership	Ken Sack	262-554-9714
Newsletter Publisher	Phil Fountain	M 414-803-5357
Young Eagles	Tracy Miller	847-420-5098
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