

EAA Chapter 838 *Contact*

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May 2006

The Dreaded Ramp Check

By Scribo

In one of my former lives, I experienced frequent formal interactions with the Friendly Aviation Agency. The vast majority of those contacts were just that: friendly. That was true even when they found something to point out to me. With those experiences in mind let's turn our attention to an FAA encounter you might have the next time you set out to achieve airborne flight (why did the USAF call it that--could there be any other variety of flight?) Our FAA encounter is the ramp check, and it's really not so bad. In fact if we had more of them, we'd think them trivial, but their scarcity makes them slightly scary.

A typical check involves the inspection of the pilot's airman and medical certificates and aircraft paperwork and an exterior inspection of the airplane. The inspector may use a "Job Aid", which is simply a form he or she must fill out during the inspection. A cooperative and diplomatic attitude will usually result in a positive ramp inspection.

While FAA suspicion or concern may prompt a ramp check, the typical inspection for noncommercial operations is during normal surveillance. Especially in this security-conscious time, you should ask to see identification for anyone who wishes to poke about your machine and your person. If you ask, the inspector must present his or her identification. EAA suggests you request a business card from the FAA Safety Inspector, or at the minimum, request the FAA Safety Inspector's name and their FSDO's name.

Usually you will be required to present your pilot and medical certificates and, if applicable, your logbook. Only student pilots and recreational pilots are required to carry logbooks. The inspector may be impressed if you can cite the date of your last flight review, but the sources I consulted suggest you keep your actual logbook at home, unless you are a student or recreational pilot. The inspector will note this information on their Job Aid. By the way, you must present your document, but the consulted sources suggest holding onto your certificates or, if you let the inspector hold the

document, stating, "I am not surrendering my license nor my medical." That suggestion is from an aviation attorney, and it seems a bit much to me, but then again.... Perhaps if you smile and wink when you say it, it won't seem so severe.

Your pilot certificate will be inspected to ensure you have the proper certificate and ratings for operations conducted, such as instrument operations requiring an instrument rating on the pilot's certificate. The medical is checked for proper date and class, e.g. commercial operations requires at least a second class medical. If the FAA has issued you a Statement of Demonstrated Ability (SODA) you must have it with you. If applicable, the logbook will be checked for records of currency (e.g., flight review, instrument currency, and landings and takeoffs for passengers).

The inspector is not authorized to board your aircraft without the knowledge of the crew. They may inspect the exterior and look through windows.

The inspector is authorized to inspect:

- * The airworthiness certificate.
- * The aircraft registration.
- * The operating handbook.
- * The weight and balance information.
- * The minimum equipment list (if applicable).
- * Aeronautical charts (for currency).
- * The general airworthiness of the aircraft.
- * The ELT battery.
- * A VOR check.
- * The seats/safety belts.

In summary: the following may help reduce the time and scope of the inspection:

- * Be courteous and cooperative.

See Ramp Check on page three



The President's Corner...

By: Jerry Baker

SPORT PILOT AND LIGHT SPORT AIRCRAFT

As I indicated in *Contact* last month, there is a good deal of interest on the part of some Chapter members concerning SP-LSA. I have been in touch with EAA International to see if we could get more information on these subjects.

Ron Wagner is the EAA International "expert" on SP-LSA. His job, in part, is to coordinate the interface between EAA and the SP-LSA "movement". He is currently in the process of traveling around the country holding information meetings to answer questions concerning requirements, qualifications, privileges, etc.

Ron has agreed to attend our Chapter meeting on June 14, 2006 and lead a discussion covering SP-LSA and related subjects.

This promises to be an interesting and informative evening. My hope is that many Chapter members will attend and bring a guest if possible.

This would be an outstanding opportunity to introduce non-members to the opportunities available for entry into the world of general aviation and, at the same time, promote membership in Chapter 838. (Bring a guest!!)

SPRING CLEANUP

Those of you who attended the building informational meetings this last winter will remember the discussions about maintaining and cleaning our current facility.

This is an enormous job, but in the recent past the task has fallen to a very few dedicated volunteers. These members are reaching "burn out"! They need help from all "able bodied" members.

In previous years, dates have been published and members asked to show up for a day or so to tackle the typical "cleaning" activities. The attempt was to do most major items once a year, other items on a periodic basis (i.e. lawn mowing, etc.). This approach has not produced the needed results. The facilities are badly in need of attention.

In the future, all members will be contacted and asked to designate time when they would be available to help. The point being - "when" not "if".

This approach may seem a little "forward" to some members. It is however, a "last resort" to assure the facilities do not fall into a state of "disrepair," short of paying a very high fee for professional services.

A **partial** list of the activities that could (and have been) done by members follows (some on an annual basis, others more frequently):

- 0 Clean bathrooms
- 1 Wash windows inside and outside
- 2 Clean kitchen and appliances
- 3 Clean patio area
- 4 Scrub museum floor
- 5 Clean junk out of garage area
- 6 Clean junk out of attic above classroom
- 7 Clean and organize mezzanine
- 8 Pull weeds and remove debris from around shrubs
- 9 Clean carpet and runners
- 10 Replace burnt out lights
- 11 Replace broken blinds in mezzanine
- 12 Repair snow plow damage to grass
- 13 Repair broken classroom tables and chairs

Additionally, a **partial** list of jobs that will probably be contracted out include:

- 14 Flush sprinkler system
- 15 Service A/C and heating systems
- 16 Repair roof leak over archive room
- 17 Re-seal parking lot and re-stripe.

As you can see, there is much to be done. Some can be done by members.

Any volunteer help will mean that much less cost to the Chapter.

When you are contacted, please give of your time.

Thanks,

Jerry

Where There's A Drill, There's A Way



Image by Tom Christensen

Tom Szymanski and **Ray Centeno** are only two of our Monday Night precision aircraft construction mavens.

Join the Great CELL PHONE DRIVE



Donate your inactive cell phones today.

No accessories, chargers, etc.

You'll be helping:

(Type organization)

Bring your cell phone to:

For more info call:

By Ken Sack

Chapter 838 is having a cell phone drive to raise funds for a new projector in the classroom, and we are asking for your help. Unlike other fund raising projects, there are no products to buy and distribute. All we are asking is that you donate any cell phones that you have at home. Also, if you know of any businesses that provide cell phones to employees, please ask if there are unwanted cell phones they would like to donate. We don't even need the chargers or accessories. There is no cost to our chapter to participate in this program, so 100% of the proceeds will be benefit. A box is located in the chapter for you to drop off your unwanted cell phones.

Our goal is to send off our first batch of phones by May 1. We will receive our money promptly, so please help us out soon. All we need is the cell phone and battery; chargers and other accessories have no value. If anyone is interested in offering any cash donation to offset the cost of the new projector, please let me know. A good projector costs in the \$1,000 range. The sooner we get the money collected, the sooner we will be able to view PowerPoint presentations and movies more clearly. Explorer Post 218 will also be donating towards the projector, because we use it during many of our meetings.

You may be able to deduct the value of your donation on your tax return. Please consult your tax preparer, and inform them of your donation. Record this information for your tax records: Date of donation; Items donated; Donated to: EAA Chapter 838; Value of donation: \$.

If you have questions, please contact me, **Ken Sack**, at one of the following numbers. home phone: 262-554-9714, home fax: 262-554-1885, or work phone: 262-636-0923.

23 Young Eagles Fly in April

By Brian O'Lena

Saturday, April 8th dawned overcast and cool, but conditions improved as the morning went on, and 23 new Young Eagles took to the clearing skies. After last month's "weather out", it was a relief for all involved to be able to share our love of flying with so many young and eager participants. Many thanks to all the volunteers who help to make our monthly program so successful. Special thanks to this month's volunteers, **Marsha, Donna, Jerry, Eddy, Sean, Lee, Warren, Jim, Carl, Joe, Tom, Roger, George, Austin** and members of the Explorer Post. Our next Young Eagles event is Saturday May 13th.

Ramp Check--continued from page one

* Be busy; FAA inspectors are not authorized to delay you for any great length of time.

* Do not volunteer more information than is absolutely required. This is very important, and it is surprisingly difficult for many people. And above all, be truthful, don't lie and don't guess.

* Keep in an easily referred to location at least the following information:

- o Your medical and pilot certificate.
- o Logbook (only for student pilots).
- o Airworthiness certificate (displayed at the cabin or cockpit entrance (91.203[b]).
- o Aircraft registration.
- o Approved flight manual or operating handbook.
- o Weight and balance data.
- o Current charts appropriate for flight (VFR and IFR). If the inspector asks where you are flying to, you should have current charts suitable for that flight.

Now for the hard facts of life. If the ramp check is due to a possible violation, anything you say or do may be used against you. If you have any concern at all, and if you have enrolled in AOPA's Legal Services Plan, call AOPA's Pilot Information Center at 800/USA-AOPA immediately. If you have not enrolled in AOPA's Legal Services Plan, call AOPA to speak with an aviation specialist about how best to proceed. EAA recommends you contact the EAA Legal Advisory Council for clarity.

For more information, read FAA Order 8700.1, Chapter 56, "Conduct A FAR Part 91 Ramp Inspection." You can view it at this web site http://www.faa.gov/library/manuals/examiners_inspectors/8700/volume2/media/2_056_00.pdf.

The next time you go out to fly, check out all the things the FAA safety inspector will ask about, and you will know you are safe--in more ways than one.

What happens at 1800 on 10 May 06?

Our chartered bus departs our chapter building for the Waukesha Commemorative Air Force Museum.

Explorers Will Return To Airventure Again In 2006

Perhaps you would like to volunteer to go with them.

Two hours per day--such a deal we have for you--and hang out with really interesting people.

Please return completed registration to **Marla Smith** at 49 Robin Hill Drive, Racine 53406. If you have questions, call me at 262-884-7675.

2006 CAMP VOLUNTEER REGISTRATION FOR EAA EXPLORER BASE

LAST NAME	FIRST NAME

Address		Arrival Date	
		Arrival Time	
City		Depart Date	
State		Depart Time	
Zip Code		Email address	
Home phone #	()	Work Phone #	()

Emergency contact	Home Address:	Emergency Daytime Phone Number	Emergency Evening Phone Number

EAA Chapter 838 Member?	YES or NO
EAA International Member?	YES or NO
Parent of Youth participant?	YES or NO
Currently registered BSA/LFL?	YES or NO
Do you have any special skills, which may be utilized, by the camp? Please list below:	

- 1 FEES - \$5.00 for BSA registration and \$15.00 a day covers meals and camping. Flight line pass provided for each day of services volunteered. All volunteer visitors must be over 21 years old, register as a member of the Exploring program, and follow the policies of the Aviation Explorer Base.
- 2 Smoking and alcohol use are NOT allowed on the Explorer Base Grounds. There are designated smoking areas outside the camp.
- 1 Each volunteer will be asked to help out around the Explorer Base on an as needed basis. (Please check in with the Staff on a daily basis for a schedule of upcoming events.) An Average of 2 hours daily will be requested of your time. Common tasks are kitchen duty (set-up or clean-up), grounds maintenance, or assistance with special programs.
- 1 The Explorer Base is open field camping. Volunteers should bring their own tent or camper and other appropriate equipment.
- 2 A minimum of 2 nights stay is recommended.

I agree to follow all policies as set forth by the Boy Scouts of America, The Learning for Life Program and the Aviation Explorer Base.

Signature: _____

Date:

From The Education Department

By Tom Christensen

Our tentative schedule for May 9th is approximately 95 Kenosha elementary school students, who will be visiting our chapter and the airport. We need volunteers to teach Young Eagles and to docent the museum and the ramp aircraft. Please consider helping out. Contact me, **Tom Christensen**, with your availability. You can reach me at 414-570-0730 or email me at: logjammer@WI.RR.COM. [Scribo: I don't even want to know how or why he chose that email name.]

TSA Warns Pilots About Possible Attacks On Private Jets

The Transportation Security Administration has issued a security alert warning (<http://download.aopa.org/epilot/2006/a=060421advisory.pdf>) urging pilots and airport managers to watch out for extremists bent on destroying private jets. "A message posted in Arabic on a Web forum explained how to identify private American jets and urged Muslims to destroy all such aircraft," the TSA alert says. The message detailed how to identify U.S.-registered aircraft and gave the tail number of aircraft supposedly used by the CIA. "TSA reminds general aviation aircraft and airport owners and operators to review the security measures contained in the TSA publication, 'Security Guidelines for General Aviation Airports' (http://www.tsa.gov/public/interapp/editorial/editorial_1113.xml). In addition to securing aircraft, the TSA asks pilots to be alert for persons "masquerading as pilots, security personnel, EMTs, or other personnel using uniforms or vehicles as methods to gain access to aviation facilities," and to immediately report suspicious activity or aircraft theft to the TSA General Aviation Security Hotline (866/GA-SECUR) and local law enforcement.

We thank **Dave Mann** for bringing this to our attention.

May Chapter Meeting Will Be Trip To Commemorative Air Force

We can thank **Bob Talley** and **Frank Fonk** for the idea and the arrangements. Departure is **6 pm** from our chapter, and we will enjoy a special tour through the CAF museum at Crites Field in Waukesha. They are dedicated to restoring WW II aircraft to flying condition, and they presently feature a Navy PV-2D Harpoon patrol bomber, which saw service in the Pacific and the Aleutians. Their D model sported eight .50 cal. machine guns mounted in the nose, and the CAF aircraft is named "The Empire Express". Please note that the bus departs at

6 pm

which is an hour earlier than our normal meeting time. **Timm** has a very nice item on our web site, so have a look there, too.

May 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
			Museum Board	Post 218 Meeting		
7	8	9	10	11	12	13
	Hanger Builder Nite 7pm		Chapter Meeting 6 pm Bus Departs			Young Eagles 9 AM
14	15	16	17	18	19	20
	Hanger Craftsmen Builder Nite 7pm		Board Meeting 7pm	Post 218 Meeting		Pancake Bkfst 7 am to noon
21	22	23	24	25	26	27
Pancake Bkfst 7 am to noon	Hanger Craftsmen Builder Nite 7pm					
28	29	30	31			
	Hanger Craftsmen Builder Nite 7pm					
					Donna's Donuts Every Wednesday!	

**Pancake Breakfast
20 & 21 May
7 am to noon
Call Bob or Marsha at
886-8577 to help
Sell Tickets--Bring Friends**

Fire Extinguishers In Aircraft

By Scribo

One of the attractive characteristics of our chapter is the abundance of expertise and talent among our membership. In that vein **Gary Van Farowe** sent me an email following up on our April chapter meeting program. That night we all learned a good deal about the importance of detecting fire as early as possible. Home fires were the main focus of the program, but, being an aviation organization, we discussed aircraft fires, too. Gary noted that someone asked if a fire extinguisher had to be TSO'd, and the reply was yes. Gary, who is a Senior Aircraft Maintenance Technician for Johnson Controls flight department, says he knows of no TSO for hand held fire extinguishers for part 23 aircraft. See FAR 23.851 for requirements. Also see Advisory Circular 20-42C Hand Held Fire Extinguisher For Aircraft which states that FAA accepts fire extinguishers approved by Underwriters' Laboratories, Factory Mutual Research Corporation, or the U.S. Coast Guard. Halon1211/1301 is still the preferred agent in aircraft, per that advisory circular. You can read it for yourself at [http://www.airweb.faa.gov/regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/cf2f4f1406354490862569ad00777471/\\$FILE/AC20-42C.pdf](http://www.airweb.faa.gov/regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/cf2f4f1406354490862569ad00777471/$FILE/AC20-42C.pdf).

Electro Contact

By Scribo

Do you know about *Electro Contact*?

Each month after I complete *Contact* and put it on a CD and take it to our printer, I reward myself with an ice cream and a coffee (peanut butter flavor is my favorite). Then I return home and try to catch up on the tasks Judy has asked me to do, that I put off while I edited and wrote this newsletter. Okay, it is a labor of love, but it is definitely a labor. You can help by offering an article.

Well after all that some of you don't receive your copy of the printed *Contact* for as much as two weeks. That's because we mail it third class, which is handled as first class locally but is handled as third class out-of-town. We do that to save the chapter money, and it works well for locals but not so well for others.

In an effort to improve the efficiency of our distribution, I have begun sending out *Electro Contact*. our webmaster puts a copy on our web site, but if you will give me your email address, I'll send you a pdf version, complete with color pictures, of your very own.

EAA Chapter 838 Board of Directors

President	Jerry Baker	262-763-3633
Vice Pres.	Bob Helland	886-8577
Secretary	Daryl Lueck	681-2370
Treasurer	Jim Hantschel	637-3376

Appointed Directors:

Past Pres.	Tom Christensen	414-570-0730
	Marsha Helland	886-8577
	Ken Sack	554-9714
	Carl Bumpurs	634-0534
	George Snamiske	637-0821
	Lee Farnsworth	633-8501
	Eddy Huffman	639-8301

Committee Chairpersons & Trustees:

Programs	Frank Fonk	637-3610
Hangar	Jerry Bovitz	639-8583
Librarian		
Membership	Ramon Centeno	414-571-0480
Young Eagles	Brian O'Lena	414-764-6478
Museum Trust	Tim Bass	497-9768
Chapter Trust	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Chapter Meeting

6 pm departure

Bus trip to visit the Commemorative Air Force Museum at the Waukesha County Airport

Chapter 838 Events:

Wednesday	6 pm	10 May	Chapter Trip
Saturday	9 am	13 May 06	Young Eagles
Mondays	7pm		Hanger Builders
Wednesdays	3pm		Donna's Donuts

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