



Towered Airports: Alternatives?

by R.G. Blocks

Marge and I took a ten day trip south, late winter 2013 in our C162. We spent time in eight states and sixteen airports. The lowest price for gasoline was and still is near home. Our favorite grass strips, Cindy Guntley Memorial Airport 62C, or Palmyra 88C each offer perhaps near lowest priced fuel in the nation. Both grass fields hangar a large number of single engine piston aircraft and offer 100LL fuel at less than half the cost you'll find in Chicago which was \$9.15 and went up four cents as I typed these observations.

A prime reason for landing is to take on fuel. Seven airports on this trip had towers and sold fuel from tank trucks. Fuel was considerably more expensive at the larger cities and towered airports. A plus was that they drove a truck to the airplane and pumped it. Another plus was that they offered either a crew car for lunch or a lift to lodging and rental cars. There was no uncertainty. They knew how to dispense fuel, were open and had fresh product. Prices for 100LL at towered airports we used were 6.24, 5.80, 6.91, 6.95, 6.59, 6.12, 6.80, 6.45 or \$6.48 for an average gallon on this trip.

In a one or two hour 'airport activity observation' period (depending on whether we stayed over night) we saw one Jet depart and two piston types doing touch and goes and one other airplane being refueled in ten days. At four towers we were the only action: ramps were bare. Nashville Tune was the big exception with several jets on the ramp. Four were sitting on arrival and five there for our departure. Gospel Singers and Hill-Billy Country Music types fly first class. Their jet drivers checked out our little machine with enthusiasm.

Auto-fuel, for cars, was selling between \$3.25 and \$3.75 for 87 Octane watered down with less-than-satisfying corn alcohol forced upon this ungrateful driver during this time period. The up-charge for avgas over auto-fuel was about \$1

per gallon for the past twenty-five years. What green enterprise are we subsidizing at about \$3 per gallon differential? Up until recently the tax on Av-fuel went only to improve airports. That has somehow changed. Think waste!

Alternative towered airports either in the same city of intended landing or near our flight path, offered 100LL for 9.15, 7.67, 8.49, 6.06, 6.98, 6.10, 6.69 or \$7.30 on average. This is nearly a buck more than our choice of destination towers. Planning with 'ForeFlight' saved.

Non-towered, typically county airports in past years have been found less costly and most appreciative of our business. They are no longer as reliable by our experience.

When calling on the Unicom frequency to airports listed in the facility directory as open, we received 'no answer' from five airports that should have responded to one of our no more than three well spaced calls to each. We overflew all but one of these and found no cars, trucks or airplanes on tie-down. Thus, the airport facility directory was a mite misleading. Airports are closed or closing early for lack of business.

We landed at Pontiac, IL KPNT about mid-afternoon on our return trip. It was once a regularly frequented and reliable stop (listing fuel at \$5.50). A note on the door gave a phone number to call. The FBO was locked. No bathroom available either. It was about 20 degrees F with a stiff wind. We departed.

Dwight KDTG and Morris C09 did not respond to our calls well before normal quitting times. We overflew Morris and found nothing on the ramp and no activity. Thus, we added fuel at JA Aero, a reliable FBO at Aurora (a Towered Airport).

The non-towered airport Avgas we purchased was priced 5.79, 5.55, 5.02, 5.89, 5.02, 5.51, 6.24 and averaged \$5.57 per gallon for the trip. This is almost \$1 less than Av-fuel at towered airports. It's about two dollars more than auto fuel and a bit more expensive than diesel.

To our minds the best FBO's at were Nashville Tune, TN, Macon, GA, Danville IL, Sturgis and Henderson KY, Gulf Shores (Ferguson FBO) AL and our Racine Batten WI airport based on charm, price and service. Racine fuel is priced very competitively and always has been. It's now about a \$0.25 less than the non-towered averages we experienced and \$3 less than Milwaukee Mitchell. We always top off at home.

We did not see much traffic at any airport whether we stopped there or overflew their location. I cannot remember, at other than Nashville Tune and Peachtree DeKalb Atlanta any airplanes on tie-down. We represented the first sale and the first logbook entry in several days at some of the non-towered places.

Self-serve is now common at smaller airports. However, self-serve is a misnomer. At not one of the non-towered airports we visited that offered self-serve gasoline (on this trip or other recent trips) was fuel indeed a simple self-serve. There was always a hidden trick to make 'the local system' work. Sometimes it was an unmarked switch, on others it was to press some button, open a valve, etc. Each required an, 'experienced, knowledgeable, employee'. Employees cost money and there are few spenders. Hence, prices rise, places close early or permanently.

In short, business on and off airports was the worst I've seen in three decades. Recently, the Racine Journal quoted downtown businessmen saying folks have not been coming in to shop since Black Friday. When so engaged in conversation, each of the FBO's and many small businesses had similar observations. So? Go fly.

Written by Roger G Blocks while thinking about a very precipitous rise in fuel costs and the reality of General Aviation and perhaps business in general.

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President's Corner



I am a bit late as usual getting this article to Phil. Earlier this evening, I observed Bob Helland and the Monday Night Builder crew reposition airplanes and displays as well as setup tables and chairs for the Pancake Breakfast this weekend. We may have a larger than normal turnout for breakfast due to the large volume of show cars expected.



Bob Helland moved the Acrosport onto the platform in the Waco's place. I like how it looks there despite the obvious size difference between the two aircraft. While the two aircraft have a very different history, the Acrosport is also an interesting one. It was built by Lee Farnsworth many years ago and finished in 1986. He flew it for 20 years before finally giving up flying. I never had the pleasure of getting a ride in that orange biplane, but many Young Eagles did. I wonder how many of them realized what a treat it was to fly in an open cockpit biplane reminiscent of the pre-war flying days. The airplane is unquestionably retired from service now with much of its left side cut open for all to see and learn about the inner structure. I would rather see someone flying it, but if it can't be flown, I am pleased to see it displayed in our museum.

we also have our pancake breakfast, which will attract some more takers. Once again, if you have access to an airplane, we can use you.

At the May meeting, Dean Zakos and Steve Rehwinkel tackled the seldom discussed topic of flying ethics. The bottom line is that we have to be aware of the responsibility that we have to act in a manner that doesn't endanger passenger safety and other pilot's freedoms. The June meeting will feature Roger Blocks talking about flying the Cessna Skycatcher.

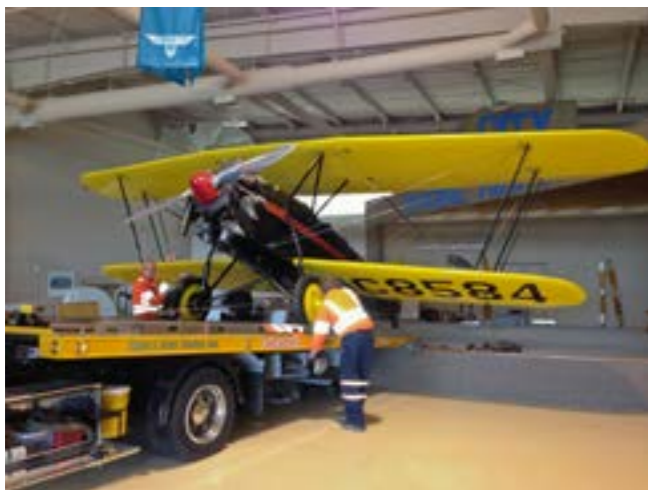


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The May Young Eagles began by being sketchy weather-wise then becoming obvious that it was a no-go for flights. However, we had a decent turnout of kids that got an education from Sean and were able to fly the virtual flying machine on the simulator. I don't want to make it sound like I am "crying wolf" but I really think that this weekend will be a big turnout. In addition to all the rainchecks that are out there,

This means that we could use an extra hand to help serve and cook.

The Waco biplane is officially gone now. It was sad to see it go as it was a fantastic airplane with a fascinating history. S.C. Johnson arranged for a flatbed truck to pull the Waco down from the platform in which it rested for so many years. Although I don't know what S.C. Johnson plans to do with it, I suspect that we will hear about it within the next couple of years.





Racine EAA Chapter 838

Events

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

June 2013
Volume XXIV Issue 6
www.Eaa838.Org

EAA Chapter 838 Pancake Breakfast and Auto Show - June 8th & 9th

Well here we are. It seemed like a long way off but by the time you read this we will be in spitting distance from this years Pancake Breakfast.

Please consider parking your plane at the event. Even though some people at other airports have said they will be coming, you know how that goes. With our own planes there people will at least have a few to look at.



Don't forget to let friends, neighbors, relatives and anyone else you see that has a vehicle for the show that they will receive a free breakfast for driving it to the show. If you have pilot friends at other airports they too will get a free breakfast if they fly in.

If you or your family members are members of other organizations, promote our event at their meetings and functions. You can download the flyer

at our chapter website or contact me at 414-758-7559 and I will see that you get some fliers.

I have some commitments from car clubs for both days and if we promote we should have plenty of cars for people to look at.

Local car shows will be starting very soon and I plan to attend as many as I can to hand out flyers. I think the free breakfast will bring in quite a few show participants. If you also attend car shows and would like to assist by handing out fliers, let me know and I will see that you get some.

We will be tracking the counts of cars and planes that show up so will have valuable information to use for the future.

Are you on Facebook? If you or anyone you know is on Facebook we can use that for an astonishing amount of free advertising. Have them contact me and I will provide them with simple instructions on how to use Facebook to get the word out and it won't cost a cent.

There will also be discovery rides available and if this is something you want to participate in please contact me.

Saturday is Young Eagles day and as always we can use more pilots. There are a lot of rain checks that have been given out and if the weather is good they may decide to come to the breakfast and redeem them. So if you can fly Young Eagles on Saturday your help would be greatly appreciated.

Lastly pray for good weather. As you can imagine, just like flying this events success is heavily dependent on the weather.

Al Downs (414-758-0759)
<mailto:aldowns10121@gmail.com>

WINGS AND WHEELS
July 6, 2013
wingsandwheelsofkenosha.org



**Airplane and Car Show
FREE ADMISSION**
Kenosha Regional Airport
Saturday, July 6, 2013

Pancake Breakfast 8am-11am
Lunch 10am-2pm
Car Show 9am-4pm
All types of Airplanes will be on display including
World War II Warbirds all day.
Helicopter rides for a fee

Fly-In Sponsored by EAA Chapter 217
Midwestern Helicopter
Kenosha Pilot Association
AVP-Kenosha Aviation
Lakeshore Helicopter

Car Show Sponsored by
The Vintage Auto Group
The Midwest Street Machine Association of Kenosha

Digital Media Imaging
www.wingsandwheelsofkenosha.org





Supported Programs

Young Aviators

Wow, was I ever wrong! Last month I wrote that it was difficult to get Racine area young people to apply for the Young Aviators program. Well, for some reason a number of bright lights turned on around town, around the state and around the country. Thirty kids applied for Young Aviators 2013. That number included ten inquiries from all around America wanting to know if they could come to Racine and participate in Young Aviators.

Why did interest in 2013 applications grow so dramatically this year? The answer: Marketing and hard work coupled with six years of growing momentum. A recovering economy helps too. A more interesting question, now that we seem to have more interest, is what should we do with this momentum. It's very hard for us to turn down so many talented applicants because we only have 12 slots to fill. And, as we've seen in the student interview process this year, there is pressure to be accepted as a Young Aviator student. Parents are looking for every advantage they can give to their children to help them compete in the global competition marketplace.

The general message we often hear is that average U.S. state education standards for high schools require only 1,137 class room hours per year. Many educators---and parent groups---believe this number is not nearly enough "education time" to produce successful students and students who are able to meet the scholastic demands of college level programs and beyond. Thus, parents are often searching for the "right kind" of summer programs. The kind that don't require a lot of time from the busy parents but will better prepare their kids for higher education and the demands of life in general.

Wait a minute. What about training programs for adults and Chapter members? Predictable, structured, and safe, summer programs could fill Chapter 838 every summer if that was our plan. I recently made a basic web site, www.flyracine.com, to promote our local youth education pro-

grams. It documents all the good, education based work we are doing. Yet the question remains: What else should we do? First, let me first say, more Chapter 838 sponsored classes need not be financially draining or laborious. Considering our talent pool and facilities, we could do shop projects, basic electrical classes, computer training and aircraft photography training. And, charge for it...and make expenses. What we need to do first is frame our education model, set up a resource reservation systems, and "sell" our message to the communities in the Southeastern Wisconsin area.

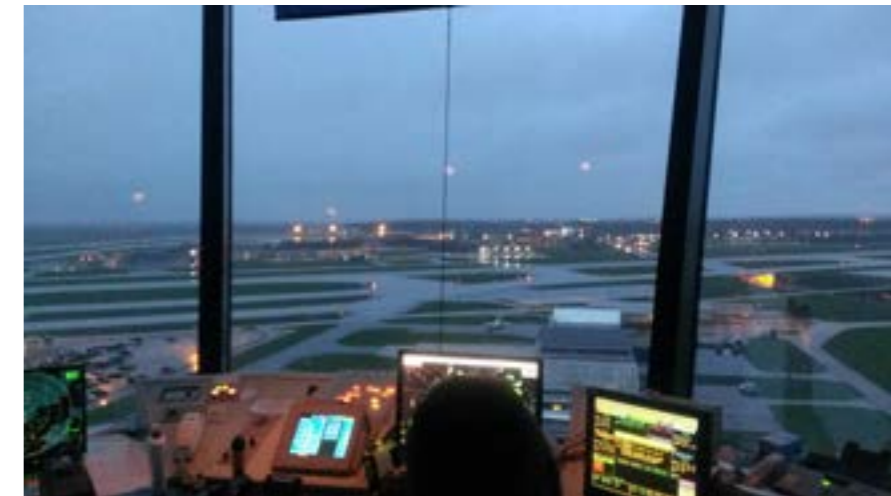
Additionally we pilots don't have to be so "pilot centric". If we want to grow more pilots, and we really need to do that, we must first recruit more people, especially young people, to be on the chapter side of the fence. When we have them as members, then we can stimulate them...and others...to participate in year long chapter training programs. After all, isn't that what the EAA is all about in the first place?

Mike Palazzola

Explorer Post 218

On May 9th, 2013, the Explorer Post visited Mitchell International Airport and toured the Air Traffic Control Tower. We sat in the conference room and had a brief introduction before splitting into 3 groups. The first group stayed in the conference room and discussed the roles of the Terminal Radar Approach Control (TRACON) and the Control Tower, and how the two interact with each other and the plans they manage. After about 15 minutes the groups would rotate, so we would visit the TRACON. There, we would look at the computer station that each person manages, and then watch some of the controllers in action. Finally, our group would take the elevator up to the top of the 215 foot tower, watch some planes land and take off, and observe the controllers rattle off their commands for the planes in their respective airspace. Overall, it was a very neat experience, and our

thanks go out to Steve Worman who coordinated the trip, and the staff at the Airport for their hospitality and knowledge on their professions!



Tyler Waiss

Continued



Supported Programs

On Thursday May 23, Daryl Lueck came by to show us how he does a preflight on his homebuilt Cozy. This was really unique and interesting because I don't think any of us have much experience around canards but instead just typical Cherokees, Cessnas, RVs, and the like. Many of us have been through these small sessions before explaining how preflights can be done and so on, but what made this unique was that it was on a canard and what he did in the end: he "sabotaged" the Kitfox and had us go around it to find 10 different "got-ya"s that should be looked out for in preflights, and finding a wrench stuck in the space between the rudder and the rest of the vertical stabilizer is definitely one of those things!

Thanks, Daryl, we enjoyed it!

Ryan Breaker

Aviation Explorer Club

Club Schedule 2013

(All meeting are in EAA Chapter 838 Building except where noted below.)

3. June 5 - 6:00 PM - MODELING
 - Build and fly models
 - Build bottle rockets at home, hand out bill of materials)
 4. June 19 - 6:00 PM - ROCKETS
 - Rockets and jets - design basics and differences
 - Discuss relationship between air pressure and water content on flight characteristics for bottle rockets
 - Build and fly bottle rockets. Document results
 5. July 11 - 6:00 PM - Meet at RC Club field
 - RC demo and trainer
 - (Transportation by parents)
 6. July 31 - Oshkosh - AIRVENTURE - Oshkosh (Details TBD)
 7. August 7 - 6:00 PM - GROUND SCHOOL
 - Aviation charts, weather (phone, computer)
 - Ground school - plan cross country flight:
KRAC to KBUU
88C/KRAC - headings, time, altitude, fuel burn
 8. Aug. 17 - 9:00 AM - CROSS COUNTRY FLIGHT
 - Fly simulator cross country
 - Fly cross country with Chapter 838 pilots
 - Debrief with pilot, compare actual flight with planned (RAIN DAY IS 24TH)
 9. Aug. 28th - 5:00 PM - Trip to Cessna Maint. MKE (Transportation by parents.)
 10. Sept. 11 - 6:00 PM (Transportation by parents - drive to south ramp of Batten field off Golf Rd. for tour of maint. facilities and various aircraft in hangers)
 11. Sept. 13 - Modine-Benstead Observatory
Time to be determined
 12. Sept. 25 - 6:00 PM - Awards presentation and picnic
 - Speaker - Carolee Barnett - American Air Lines
 - Awards - Katie Clark and BSA representative, Brian O'Lena EAA
 - Picnic by Ken Sack, Kristian Niemiec and parents (time as needed)
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Staying Ahead of the Airplane

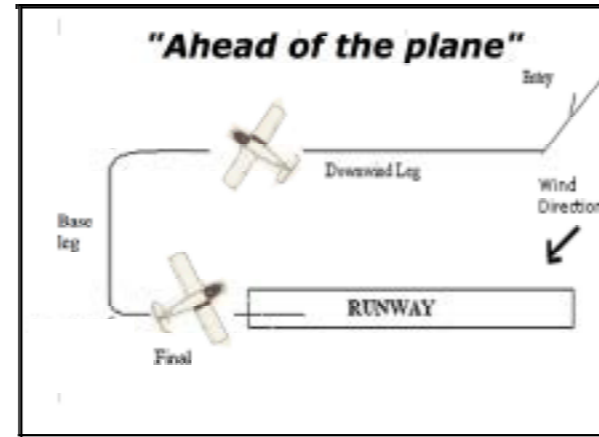
By Seán G Dwyer

to react to save the landing. **GO AROUND!**

tion. Years ago I added a line to N4500R's landing checklist to remind me of all the options. It reads Extend / Abort / Crab / Slip.

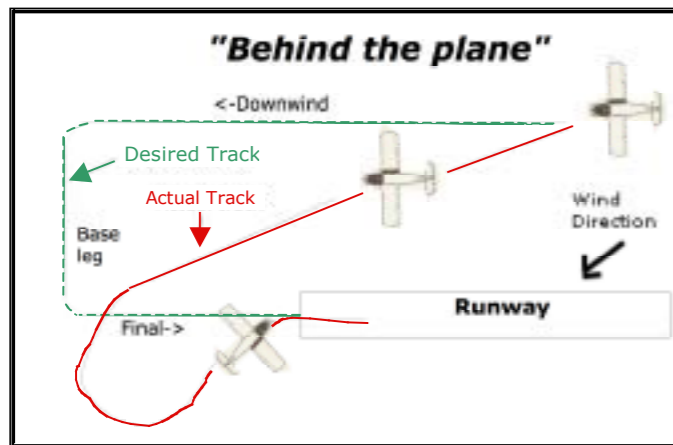
Every pilot heard his instructor say "Don't be behind the plane". Learning that concept as a young man made me a better pilot. It may also be why I switched political parties and could retire early. What does 'be ahead of the airplane' mean? An example will explain it.

Prior to entering the landing pattern at Batten Airport you have determined that the wind is from 1800 at 15 mph, gusting 20. If you enter downwind for runway 22 with a heading of 0400, you are already 'behind the plane'. Parallel to the runway, such a heading will allow the crosswind to blow you towards the runway all through the downwind and base legs, thereby requiring steeper turns to final. Tight turns close to the ground look really cool, but low and slow is the wrong time to risk a stall.



If you were 'ahead of the plane' you would already have made a choice between runways 14 and 22 and have a plan on how to compensate for the crosswind. Although both would have a 400 crosswind, runway 22 is longer and may be preferable for that reason. Since I also have a personal preference to land with a crosswind from the left rather than from the right side, I would have elected to use runway 22 in these conditions. In addition, I would turn base closer to 3 Mile Road than normal in order to avoid turbulence over the quarry from the gusty winds. There is no need to land 'on the numbers' on a runway that is three times longer than my Cherokee requires. To avoid being blown towards the runway, a heading of 500 would have been appropriate throughout the downwind leg, followed by correction for the crosswind on final. Another personal preference would be the wing low method rather than crabbing.

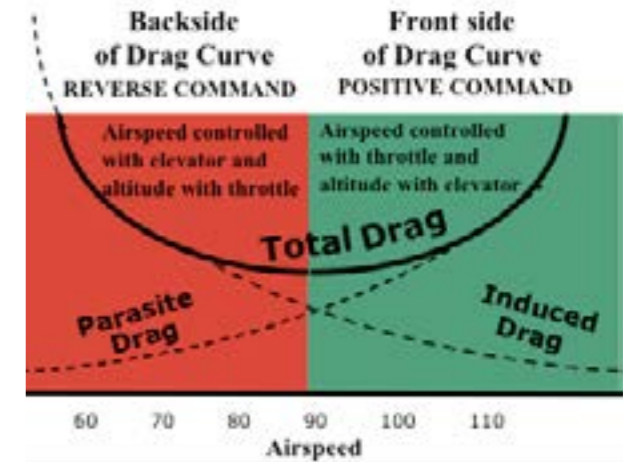
Bottom line, being 'ahead of the plane' means proactively anticipating what can happen to the airplane and taking action to avoid it becoming a problem. Having all the options in mind further prepares a pilot to react to a changing situa-



When you turn final, you had better be prepared to put in a crosswind correction, either crab into the wind, or lower the upwind wing and compensate with rudder. Being surprised by being off to the west side of the runway when on short final is proof that you are 'behind the plane', and you will be forced

Laffer Curve

Respecting the Drag Curve is another example of staying 'ahead of the plane'. The Laffer Curve for tax rates is its fraternal twin. Just as raising a plane's nose when behind the Drag Curve will cause a plane to go down rather than up, raising tax rates beyond a point will result in less revenue for the government. Logically, if you understand the Drag Curve, you understand the Laffer Curve.



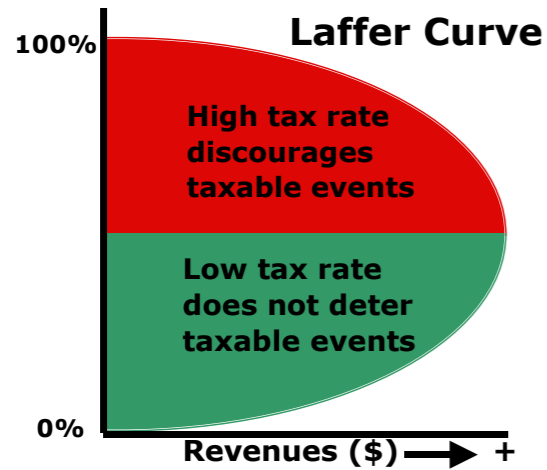
Developing tax rates should be like planning for a safe flight. Everybody knows that the more you tax something, the less you get of it, and vice versa. Higher taxes on capital gains motivated investors to postpone selling stocks, resulting in fewer capital gains to be taxed. Lowering that tax rate encouraged people to sell stocks and take a profit, yielding more capital gains to be taxed.

Continued



Laffer Curve

The net effect of the 2003 tax cuts was increased tax revenue, which after all is the goal of taxing income. Punishing success is not. The rich got richer, but so did government.



Microsoft's first dividend (\$32 Billion) came when the dividend tax rate went from 38.6% to 15%. (15% of \$32B = \$4.8B tax revenue)

Planning for retirement is similar to 'staying ahead of the plane'. Where are you going? When do you expect to get there? Weather forecast? Crosswind? Have enough fuel? Waiting until you are almost there is the wrong time to find out that you don't. Anticipate. Have a Plan B. Although either beats doing nothing, being proactive gives you more control over your destiny than being reactive.

"Racine traffic, Cherokee Zero Zero Romeo entering Downwind for Runway 22 Racine."

What have I planned for the Downwind leg? . . . Base leg? . . . Final? (Extend / Abort / Crab / Slip)

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Notes on Flying Safety

By Phil Fountain

We have all seen aircraft incidents in the news with the airplanes nose down into a building or in a barely recognizable pile of debris. Unless there was a structural problem there is no reason for this to happen. Undoubtedly there are many reasons that disrupt an airplanes ability to fly, but there is no excuse for the pilot to stop flying the airplane, which is an indicator of a likely stall before impacting the ground as shown in the news clips.

I'm not questioning that there is should not be an unplanned landing but I am questioning why so many airplanes end up in a pile. I believe most of these pilots are unwilling to accept the fact that the event is going to happen and focus on prevention rather than accepting the obvious.

It is the pilots' responsibility to first fly the airplane while going through the options of the situation. When everything else has failed, it's time to accept the fact that an unwanted landing is going to happen and pick out the most appropriate location that will likely provide a landing that you can walk away from and prevent injury to those on the ground. This is not the time to think about saving the airplane that you put years of work any money into; it's only an airplane.

Pilot's must accept the situation and fly the airplane down to ground contact. This will give you much better odds for survival.

Phil Fountain is a third party IS-BAO Safety Auditor, certified by IBAC to provide safety audits to corporate flight departments.

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AOPA and ALEA Take Action on NTSB Safety Recommendations

Feb. 1, 2013

National Transportation Safety Board Chairman Deborah A.P. Hersman today praised two organizations for their response to NTSB safety recommendations.

The Aircraft Owners and Pilots Association took action that exceeded the NTSB's recommendations following the investigation into the Aug. 9, 2010 airplane accident in Alaska that killed former U.S. Sen. Ted Stevens. The NTSB recommended that AOPA educate pilots about the benefits of notifying passengers about the location and operation of survival and emergency communication equipment aboard the airplane.

In response, AOPA produced a video to educate pilots about briefing passengers on emergency equipment such as basic VHF radio operation, the cockpit emergency locator transmitter switch and the location of emergency gear. The video also included a sample passenger safety briefing. AOPA also developed a printable checklist for use in the aircraft. All this information is available on its website at www.aopa.org/asf/video/passenger-safety-briefing.html.

"This is a perfect example of an organization embracing not only the letter, but the spirit of our recommendation," said Deborah A.P. Hersman, chairman of the NTSB. "This will result in a higher level of safety for general aviation passengers, who often are friends and family."

Hersman also praised the action of the Airborne Law Enforcement Accreditation Commission in implementing multiple NTSB recommendations as a result of its investigation into the June 9, 2009 crash of a helicopter operated by the New Mexico State Police. The NTSB recommended rest standards to prevent pilot fatigue, training in encountering instrument meteorological conditions and encouraged the installation of flight-tracking equipment and 406-megahertz emergency locator transmitters on their aircraft.

"The fact that the Airborne Law Enforcement Accreditation Commission implemented all of the NTSB's recommendations in just six months is to be highly commended," Hersman said.

Hearing what they expected to Hear?

Take the AOPA Air Safety Foundation's Runway Safety online course.

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, taxis 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, taxiing 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.

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Racine EAA Chapter 838

AOPA

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

June 2013

Volume XXIV Issue 6

www.Eaa838.Org

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 communica-

tion. 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 pro-

cedures 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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NTSB / FAA / NBAA / TSA

FAA Safety Team

Aging Aircraft in General Aviation Best Practices

Part 1: Introduction

How often do you work on old or aging aircraft still in operation? Unfortunately, manufacturers of those aircraft may have gone out of business, and those that still exist might not be able to provide field support. Engineering drawings, maintenance procedures, and other technical data, other than AC43-13, just aren't available from nonexistent or outdated manufacturers.

Before you work on that "old" aircraft, ask the owner for all the acquired, organized, or preserved data about their aircraft. Reviewing this data greatly increases the likelihood of improvements in maintenance practices and safe operation of a particular aircraft. These actions can have an enormous impact on the continued airworthiness of an aging aircraft when you approve it for return to service.

In the next few months we will talk about two specific best practices that can have a fundamental impact on your approach to maintenance and inspection for aging aircraft. These are records research, and special attention inspections relating to aging aircraft. Doing either of these helps assess the condition of an aircraft. You need both to thoroughly assess the effects of aging (corrosion, metal fatigue, inspection techniques, and wiring deterioration, etc.) on an aircraft and monitor its condition during future operations.

Next month's Maintenance Safety Tip - Part 2, will highlight "Aircraft Records Research". We highly recommend you review the publication titled "Best Practices Guide for Maintaining Aging General Aviation Airplanes" and share the guide with the owner of the aircraft. You can find the publica-

tion at:

http://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/cos/aging_aircraft/media/aging_aircraft_best_practices.pdf

FAAST Blast

Week of May 27 – June 02, 2013

Biweekly FAA Safety Briefing News Update

New Tire Safety Course Available at FAASafety.gov

Anyone who notices the long black streaks at the approach end of a runway can appreciate the brutal forces aircraft tires endure during the transition from being airborne to earth-bound, or vice versa. Exposed to a regular mix of extreme temperatures, pressure changes, and powerful friction forces, aircraft tires definitely require special attention. With that in mind, the FAA Safety Team (FAASTeam) and Michelin North America have partnered to create a new online course for tire safety: ALC-269: The Impact of Tire Maintenance on Aircraft Safety.

The course focuses on two critical threats to safe tire operation: tire inflation pressure and foreign object debris (FOD). To take the course, go to <http://www.faasafety.gov/>. More information regarding aircraft tire care and service is available at <http://www.airmichelin.com/>. Be sure to also check out Michelin's new tire safety mobile app. The application provides access to the Michelin Aircraft Tire Care & Service Manual, a reference guide that provides information on how to effectively maintain aircraft tires, maximize tire life, and reduce total cost of ownership.

ICAO Flight Plans Required for International Travel

Updated guidance from the FAA now requires an ICAO format flight plan (Form 7233-4) for flights that enter international airspace (including Oceanic airspace controlled by FAA facilities). For FAA guidance on ICAO flight plan filing, go to the FAA ICAO Flight Planning Guidance page. ICAO flight plans are also required for flights that: expect routing or separation based on Performance Based Navigation; that enter reduced vertical separation minimum (RVSM) airspace; or that expect services based on ADS-B.

Flights that remain wholly within domestic United States airspace and do not meet any of the above criteria may use a NAS format flight plan, (FAA Form 7233-1) and the procedures outlined in the AIM (5.1.8). You can also find an FAQ page on flight plan filing here .

Plugged In!

Electrical propulsion systems for aircraft focus on simplicity of design, operation, and maintenance. With most designs, there's no more worrying about carburetor heat, fuel mixture settings, or fuel selectors for the engine. And with the motor shaft and propeller being the only two moving parts, there's an immediate reduction in failure points.

While there are still challenges ahead for electric aircraft propulsion, solar-powered aircraft, like the Solar Impulse currently making its way on a record-setting tour across the United States, are helping to raise awareness of electric flight and of the exciting benefits and possibilities this technology can provide.

To learn more about the future of electric-powered aircraft, see the article "Plugged In" (p. 18) in the current issue of FAA Safety Briefing at http://www.faa.gov/news/safety_briefing.



NBAA

I thought you would be interested in seeing comments from NBAA's AirMail system which is used to communicate between various professionals on the corporate side of aviation. This topic relates to the handling of FAA medical issues which might be useful to those that have or will have a medical issue in the future.

AirMail - Pilots Section

Hello all,

We have a pilot that has dealt with a waiver on his medical since 1996. This year after all the tests were submitted to the FAA, the FAA has yet to approve or deny his medical (been about 7 weeks). His tests results were all better or equal to the results of years past. His airmens doctor has attempted to contact the FAA only to get the vague answer " its in process." He himself contacts the FAA medical office daily and only gets the same answer. Nobody, including so called supervisors, will tell him anything. He is without a medical and getting very frustrated through this ordeal. Has anyone had any experience with this sort of situation? Is there any tricks or contacts that might speed up the process? Thanks in advance

Response 1:

Try to find out exactly who and where this pilot sent the "Special Issuance" paperwork. It really does matter.

Was it his local AME, the regional AME or was it directly to the OKC office? Is there some sort of delivery confirmation for the packet actually getting there?

This information would also be needed if you try to enlist the assistance of a consultant like Aviation Medicine Advisory Service. They are a GREAT asset and have my personal recommendation but, you will still need to give them a place to start the process. I would not expect them to just submit a new packet. This would only muddy the waters if one Doc approved it and another disapproved it.

The FAA Aeromedical folks recently, like in the last 30-

days have allowed local AME's to approved conditions that previously required deferral. Perhaps this pilot's condition is one of these new local approvals?

Response 2:

Take a look at aviationmedicine.com or known as Virtual Surgeons. It may aid the quest.

Response 3:

Call AOPA. They do a great job.

NTSB

NTSB Issues Six New Safety Recommendations as a Result of Three Accidents Involving Airplanes Colliding with Meteorological Evaluation Towers

May 22, 2013

The National Transportation Safety Board (NTSB) Issues the Following Recommendations to the Following Organizations:

To the Federal Aviation Administration:

Amend 14 Code of Federal Regulations Part 77 to require that all meteorological evaluation towers be registered, marked, and—where feasible—lighted. (A-13-016)

Create and maintain a publicly accessible national database for the required registration of all meteorological evaluation towers. (A-13-017)

<http://www.nts.gov/doclib/reclatters/2013/A-13-016-017.pdf>

To the American Wind Energy Association:

Revise the Wind Energy Siting Handbook to clearly indicate the hazards that meteorological evaluation towers (MET)

pose to low-altitude aviation operations and encourage voluntarily marking them to increase their visibility by reference to Advisory Circular 70/7460-1, "Obstruction Marking and Lighting." (A-13-018)

Inform your members about the circumstances of the airplane accidents that have occurred in connection with the presence of meteorological evaluation towers (MET) and emphasize the importance of understanding the aviation safety hazards associated with METs when erecting them. (A-13-019)

<http://www.nts.gov/doclib/reclatters/2013/A-13-018-019.pdf>

To the United States Department of the Interior, the United States Department of Defense, and the United States Department of Agriculture:

As part of your organization's review and approval of applications to build meteorological evaluation towers, provide a copy or direct applicants to Advisory Circular 70/7460-1, "Obstruction Marking and Lighting." (A-13-020)

<http://www.nts.gov/doclib/reclatters/2013/A-13-020.pdf>

To 46 States, the District of Columbia, the commonwealths of Puerto Rico and the Northern Mariana Islands, and the territories of America Samoa and the U.S. Virgin Islands:

Enact legislation requiring that meteorological evaluation towers erected in your state or territory are marked and registered in a directory. (A-13-021)

<http://www.nts.gov/doclib/reclatters/2013/A-13-021.pdf>

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Racine EAA Chapter 838

The People

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

June 2013

Volume XXIV Issue 6

www.Eaa838.Org

Welcome

New Chapter Members

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

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

Jun 8 th & 9 th	<u>Pancake Breakfast & Auto Show</u>	
Jun 20 th	Roger Blocks	Flying the Cessna Skycatcher
Jul 18 th		
Aug 10 th	Saturday	<u>Chapter Picnic</u>
Sep 19 th		
Oct 12 th		<u>Monopoly Night</u>
Oct 17 th		
Nov 21 st		
Dec 6 th		<u>Christmas Party</u>
Jan 17 th		
Feb 21 st		
Mar 21 st		
Apr 17 th		
May 15 th		

Officers

President	Eric Wolf	262-989-9653
Vice President	Daryl Lueck	414-333-4228
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	H 262-639-9892
Ken Sack	262-554-9714
Roy Stuart	262-884-0371
Jim Senft	262-758-2189
Tony LoCurto	262-412-0019

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
Young Eagles	Tracy Miller	847-420-5098
	Chapter Building	262-634-7575