

EAA 172 Banking Summary - Last year
1/1/2010 through 12/31/2010

INCOME		EXPENSES	
Uncategorized	250.19	AirNav Listing	18.00
Directed Donation (Kitty)	256.00	Clubhouse Maintenance	117.00
<u>Income</u>		Clubhouse Supplies	513.69
Donations	20.00	Corporation Renewal Fee	30.00
Dues	1,510.00	Electric Bill	441.27
Meeting Food Kitty	<u>2,783.00</u>	<u>Expenses</u>	
TOTAL Income	4,313.00	Meeting Food	1,643.61
Leftover Food Sold	43.00	Trailer Fees	43.09
People Mover	314.33	Other Expenses	<u>356.93</u>
Raffle	<u>46.25</u>	TOTAL Expenses	2,043.63
TOTAL INCOME	5,222.77	Insurance	626.00
		Member or Officer Awards	85.60
		Membership in National EAA	50.00
		Newsletter Printing & Postage	717.69
		Printing Supplies	231.12
		Property Tax	151.59
		Wrens Fly-in	<u>162.01</u>
		TOTAL EXPENSES	5,187.60

OVERALL TOTAL \$ 35.17



FCC HALTS BAN OF 121.5 MHZ ELT

The Federal Communications Commission stayed a rule Jan. 11 that would have prohibited the certification, manufacture, importation, sale, or use of 121.5 MHz emergency locator transmitters (ELTs). The rule, if enacted, would have required the replacement of 121.5 MHz ELTs with 406 MHz ELTs at a direct cost to aircraft owners. It could also have caused a shortage of the 406 MHz ELTs, leading to the potential grounding of aircraft until units became available.



“The FAA believes that the current supply of 406 MHz ELTs is not sufficient to replace all existing 121.5 MHz ELTs in the short term, so, given that most General Aviation aircraft are required to carry ELTs, a prohibition on 121.5 MHz ELTs would effectively ground most such aircraft,” the document reads. “The FAA further asserts that 121.5 MHz ELTs can continue to provide a beneficial means of locating missing aircraft even without satellite monitoring of frequency 121.5 MHz, because the frequency is still monitored by the search and rescue community, including the Civil Air Patrol. It also is concerned about the cost of equipping aircraft with 406 MHz ELTs.”

“No action will be taken regarding 121.5 MHz ELTs until further notice, following an additional opportunity for interested parties to comment,” it concludes.

(Information from AVweb January, 2011; AOPA ePILOT Jan 14, 2011)

AVIATION QUESTION OF THE MONTH

Answer to last month's question: A pilot declared an emergency after an alternator failure in IMC. Luckily, he made it to the ground safely and ATC was very helpful. Is he required to file a report about the emergency?

According to AOPA: Part 91.123(d) of the federal aviation regulations states that a pilot who is given priority by ATC in an emergency shall submit a detailed report of that emergency within 48 hours if requested by ATC. If the controller did not make the request, then you are under no obligation to file a report.

This Month's Question: 14 CFR 45.29 gives information on the height, width, thickness, and spacing of registration markings to be displayed on U.S. registered aircraft. Is there a regulation on how much each character may be canted (angled) from the vertical?

If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact club Secretary John Magnan at jcm2@earthlink.net and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for March is February 23 which is also the deadline for any articles for the March issue.



SHORT FINAL

AVweb January 3, 2011

On a recent flight, a controller instructed two pilots of each other's position and had them make the required adjustments. The controller was quite jovial and introduced himself as "Bruiser," warning the pilots that he didn't want to see a repeat of the incident that earned him his nickname.

A few moments later, one of the pilots came on the radio asked Bruiser how he got his nickname. The controller chuckled and told the pilots that he and another controller had both been looking down while walking toward each other in the hall once and had bumped heads. Bruiser received six stitches, and the other controller received four.

The pilot asked how these controllers managed to keep airplanes apart. A second later, a Comair flight checked in at FL290, adding that he too was "a little nervous now."

Bruiser at the center didn't miss a beat. He replied, "Don't worry, fellas. I'm using my good eye today."



ATLANTA TAC, SECTIONAL EXPIRED EARLY

Are your Atlanta charts current? As AOPA reported late last year, edition 82 of the Atlanta Terminal Area Chart and edition 85 of the Atlanta sectional expired Jan. 13, despite a published March 2011 expiration date for both charts. The change in the valid dates of the Atlanta charts was necessary to accommodate major revisions of the Charlotte Class B airspace.

(Information from *AOPA ePILOT* Jan 14, 2011)



BRITISH MILE HIGH FLIGHTS GROUNDED BY CAA

Founder Mike Crisp says his air charter's bed-laden Cessna Grand Caravan has been grounded "because of some prudish snobbery on the part of the CAA [the UK Civil Aviation Authority]." The CAA disagrees. Crisp's business, Mile High Flights, operated for two years out of Gloucestershire, England, giving couples the opportunity to join the mile high club. Now, the CAA says the company has failed to meet safety criteria and the regulatory agency will not renew the company's operating license. The Mile High Flights Caravan has been fitted with a few seats and a bed separated from the flight deck by curtains. According to a CAA spokesman, "We cast no moral judgments on what people do in their planes, that's not our business." Safety is, and the agency claims that's where they have discovered problems. Exactly what those problems are has not been widely reported but one source said the CAA has suggested in-flight activities on these special flights could prove distracting for pilots.

(Information from *AVwebFLASH* Jan 3, 2011)

