

## SHORT FINAL

AVweb March 14, 2011

*Memphis Center:* "Cessna 1234, the HOG MOA is hot. Recommend course or elevation change to remain clear."

*Cessna 1234:* "How many planes are in there? Usually if there's only a couple, I'll go on through."

*Memphis Center:* "Well, even if there's only one, you're supposed to remain clear. But we've got four A-10s with transponders off, and I can't see them on radar."

*Cessna 1234 (laughing):* "O.K., I think you convinced me to remain clear."



## LOCKHEED MARTIN NOW OWNS FLIGHT SIMULATOR



Lockheed Martin has licensed the software and the intellectual goodies that go with Microsoft's Flight Simulator X, marking the end of the line for one of the most successful game series in the history of computing, spanning almost 30 years since the original in 1982, called Microsoft Flight Simulator 1.0. Microsoft has also disbanded the Aces video-game studio responsible for the Flight Simulator franchise and handed over the core simulation technology to Lockheed, which now sells the software to flight training device makers as a low-cost SIM platform. Lockheed Martin's eventual goal is to further develop the Flight Simulator software (now called Prepar3D) to the point that it can be used to train military pilots and UAV operators.

Microsoft is not abandoning flight simulators. Some of the brightest minds at Microsoft Games Studios are now hard at work on a new title simply called Microsoft Flight. On Microsoft's Website, the company promises that the new software "will retain the full fidelity simulation longtime fans have come to expect while offering all players a whole new look and feel, a wide range of new game play and challenges, persistent experiences and social connectivity." From the preview videos, a reviewer writes "The software looks as though it will require a Windows 7-compatible computer running a plutonium-powered processor and at least several terabytes of memory."

(Information adapted from *FLYING eNewsletter* March 17, 2011)



## FAA UPDATES "THROUGH-THE-FENCE" POLICY

Federally funded airports that now allow "through-the-fence" access for owners of hangar homes on adjacent private property may continue to do so, the FAA said in an interim policy published on March 18. The FAA had moved to stop all such access in 2009, citing economic and security concerns. The interim policy, which is effective immediately, requires airports involved in such agreements to develop a plan that outlines how they will meet federal standards for security, safety, sustainability and nondiscriminatory airport rates. No new agreements will be approved, the FAA said. The policy will be reviewed again in 2014.

AOPA said the interim rule is a big step forward from the FAA's original proposal. "To their credit, the FAA initiated a review, and took a collaborative approach that resulted in significant changes which allow residential access to continue," said John Collins, AOPA's manager of airport policy. EAA said the interim policy is "fair and reasonable" for existing TTF airports, but objected to the FAA's ban on all future agreements. Those decisions should be made by local airport operators, EAA said.

(Information adapted from AVwebFLASH March 24, 2011)



## NEW HUMMEL BIRD AT THE WRENS AIRPORT



*Shane working on his new plane, with John Sligar giving advice. John flew to the Wrens airport in his Hummel Bird.*

Member Shane Nothdurft has purchased a Hummel Bird to add to his plane collection. He is the third member or former member based at the Wrens airport to get one. John Sligar has one; and Mark Slone also has one though it is still in the construction phase. The Hummel Bird is an Experimental/Amateur Built aircraft designed by Morry Hummel. It is a single seat, single engine, all metal airplane typically powered by a 1/2 VW engine in the 32 hp-45 hp range although other engines have been used successfully. There are even plans to fit a 4 cylinder 2 cycle McCulloch drone engine to a Hummel Bird! It is built from plans, but many of the components are available pre-made from Hummel Aviation. Examples have been built for less than \$4,000 with extensive "scrounging" but with all new material and a pre-built engine, a more likely figure would hover near \$8,000-\$10,000. The Hummel Bird is not an ultralight aircraft. Its empty weight exceeds the specified 254

pounds, it carries more than 5 gallons of fuel, stalls at a speed above 24 knots and its top speed is well beyond the ultralight limit of 55 knots.



## MANY SAY THAT BROADBAND COMPANY COULD DISRUPT GPS

Aviation interests are among the nearly 20 founding members of the "Coalition to Save Our GPS," a group created to reverse the successful application by LightSquared LLC for a nationwide satellite broadband service that experts say could interfere with GPS receivers. Announced on March 10 in Washington, D.C., the coalition includes the Air Transport Association, Aircraft Owners and Pilots Association, General Aviation Manufacturers Association, Garmin and others. The group is seeking to overturn a January decision by the Federal Communications Commission (FCC) to issue a license to LightSquared of Reston, Virginia, to build a nationwide network of ground stations transmitting in the L-band spectrum adjacent to that of GPS. The FCC waiver allows LightSquared to use spectrum in the 1525-1559 MHz band for broadband transmissions if it can demonstrate that interference will be avoided. The GPS system operates in the adjacent 1559-1610 MHz band. "LightSquared's plans to build up to 40,000 ground stations transmitting radio signals one billion times more powerful than GPS signals as received on earth could mean 40,000 'dead spots,' each miles in diameter, disrupting the vitally important services GPS provides," the coalition said. Given "substantial risks to aviation and the public safety posed by LightSquared's proposed terrestrial-only operations" in the near-GPS spectrum, "and its likely severe and costly impact on GPS," the FCC erred in granting the conditional waiver, said AOPA Senior Vice President of Government Affairs Melissa Rudinger in AOPA's application for review. AOPA's petition requested that all action on LightSquared's application be withheld until the company shows that its communications network will not interfere with GPS, and will be "without a cost to the aviation user." (Information adapted from *AOPA ePilot* March 4, 2011 and *FLYING eNewsletter* March 17, 2011)

## SHORT FINAL

*AVweb* May 10, 2010

### **This was heard when a regional jet was landing ahead of a Mooney.**

*Tower:* "Regional jet, taxi to the gate."

*Regional Jet:* "Roger. To the gate."

[a long pause]

*Tower:* "RJ, you going to the gate? I have a Mooney on short final."

*Regional Jet:* "Uh, yeah, we are. We're just waiting for the skunk to clear ahead of us."

*Tower:* "Take your time."