

## WRENS FLYBOYS & AIRPORT HAPPENINGS

*Rick Revels*

Several Projects have started or are on-going at the Wrens airport hanger since January, 2012. Terry Stout has been restoring a Taylorcraft for some time now. It is beginning to take shape in the form of some meticulous work. Slow going, but Terry wants it to be one of his best projects. That means a lot of painstaking details to accomplish, if it's going to be done right. Hopefully we will continue to track his progress in the future. Come by and check it out. I bet you'll be surprised at how well it's shaping up. Some photos of Terry's work are below.



Rick Revels has his single seat Titan Tornado ready for sale. Also he has his new Titan Tornado II getting some sweet maintenance done on it. Sid Brown has completed the rewiring of his Challenger, and is waiting for spring. He is also close to finishing his Light Sport Pilot rating. Ralph Powell is working on a replacement fuel tank for his Nieuport 11. Shane Nothdurft has a new Cherokee 140 and has started flight lessons from Will Robertson, working towards a private pilot rating. Ross Wheeler is ready to solo his RAF 2000 gyro very soon. That's about it for now. Hopefully more next month.

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### FAA MEDICAL RENEWALS TO ONLY BE ON-LINE

If you're a certificated private pilot (not a Sports Pilot) and never use the Internet, you will soon lose your flying privileges.

[*ed.note: This is "preaching to the choir" since you are reading this on-line, but this was also in the printed, mailed newsletter sent to non-internet savvy members.*] On March 8, 2012, the FAA officially announced that as of October 1, 2012, Pilots seeking to renew a medical certificate will be required to complete the application online, prior to the examination, using the "[FAA MedXpress](#)" system. [OFFICIAL NOTICE](#). They will no longer accept paper forms and require that if you want to apply for or renew your medical you must go on-line. The FAA says the change was prompted by the

complex and burdensome costs, logistics, and resources needed to revise, reprint and redistribute the forms worldwide. The agency believes doing that online is simply more efficient. Click [HERE](#) for the official DOT release.

That virtual (on-line) form was introduced in 2007 and "has evolved considerably, streamlining FAA medical certification into a much more efficient and seamless process," says the FAA. The paper form many pilots are used to has been deemed redundant and obsolete, and it will be going away this fall. Right now, you don't need to make any changes. But the online form is fully operational and ready for use. AOPA has expressed [concerns](#) about maintaining privacy. (Information adapted from multiple sources March 8-12, 2012, including *AOPA ePilot* and the FAA)



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### SHORT FINAL

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**A few years ago, during the Annual Air Spectacular at a usually very quiet Baldonnel Military Air Field:**

*ATC* (to US military Grumman A10 Warthog on finals for a fly-by and demo):

"Caution. Cyclist crossing the active runway."

*A10* (hopefully jokingly) : "Do you want me to take him out?"

## COULD TRUCKERS CAUSE YOU TO CRASH?

What if you were on final to one of the larger airports in the area such as Augusta Regional ([AGS](#)), Daniel Field ([DNL](#)), Aiken, SC ([AIK](#)), or Thomson-McDuffie ([IYY](#)) using your fancy new GPS avionics. You pass over I-20, Bobby Jones Freeway, or Highway 25 (near Bush) and suddenly lose your GPS signal and have to switch to the “legacy” old-time equipment. Hopefully the conditions and time are VFR day. Is it your expensive equipment or problems with the GPS signal? Or could it be some trucker or rental car driver on the highway below.



It seems that more truckers, company delivery truck, and rental car drivers are using GPS jammers. These are now easily obtainable on [eBay](#) for less than \$30. GPS is often used to track delivery trucks as well as rental cars. It is also used for the OnStar system in regular passenger cars. It is also used in the new ELTs. Because the most common jammers today are low powered, their main threat is to lower-altitude aircraft on a GPS, GPS/WAAS or GPS/RNP approach and on the airport surface, where GPS-driven airport maps are being used. Aviation International News (AIN) [reported](#) last year on the collateral jamming of the ground-based augmentation system (GBAS) at Newark, which suffered random and unpredictable shutdowns that were eventually found to be caused by jammers in trucks travelling along the nearby New Jersey Turnpike. The only cure for the problem was to move the four GBAS antennas farther infield to a point out of range of the jammers. One UK report stated that over a six-month period in 2011, twenty dedicated GPS signal monitors spread across the country had recorded between 50 and 450 deliberate interference events every day. Of these, almost all were attributed to small, low-powered, cheap devices. In November, 2011, the Department of Homeland Security reportedly introduced a U.S. nationwide GPS monitoring project called Patriot Watch, similar to the system in the UK. See this list from the FAA of [GNSS - GPS/WAAS Approaches](#). Is your airport on it?

GPS jamming is illegal in the U.S. and the UK but seems to be legal in Canada and many other countries. See this FCC [Notice and Warning](#). Nevertheless, several thousand are reportedly in use in Britain and more than 100,000 in the U.S. Some buyers will feel more protected with a more powerful, longer-range jammer, and these too are now available on the Internet. This of course raises the threat level since, depending on their antenna configuration, they increase the likelihood of higher-altitude interference, with a consequent impact on ADS-B. On Sept. 10, [2001](#), the Department of Transportation had warned that the weakness of the signals made GPS equipment vulnerable to deliberate jamming. These warnings were ignored.

Undoubtedly GPS jamming will increase and, as we move further into a satellite-based NextGen environment, its interference will become more noticeable. This raises two key questions (not only for NextGen but also for all other critical GPS applications). For aviation, will GPS reach the point of no longer being totally dependable? Second, if so, are the backup systems proposed for NextGen adequate for the long-term future?

(Information adapted from *AINonline* April, 2012, and also information from eBay, the FAA, the FCC, and DOT)



### AVIATION QUESTION OF THE MONTH

*Answer to last month's question: A person lives in an area where there are numerous antennas, some of which have a variety of lights on them. He wonders why some lights are red while others are white. Sometimes they flash; sometimes they don't. And some antennas have no lights. Is there a rule that determines the color or type of lights on the antennas, and whether an antenna should have lights?*

**According to AOPA:** Any permanent or temporary structure, including all accessories, that exceeds an overall height of 200 feet agl or exceeds any obstruction standard contained in 14 CFR Part 77, should normally be marked and/or lighted. The lighting and marking of these obstructions is discussed in FAA [Advisory Circular 70/7460-1K](#), “Obstruction Marking and Lighting.” There are too many variances of marking and lighting requirements to discuss here, but Chapters 2 through 4 provide the basic guidelines.

**This Month's Question:** Is a private pilot who is out of medical allowed to fly off the Phase 1 hours of his LSA homebuilt?