

## OVERWEIGHT PASSENGERS – WHAT DO YOU TELL THEM?

A pilot who flies for Angel Flight noted that his passengers tend to consistently underestimate their weights. He either has to fly overweight or inform them that 150 pounds of luggage or Aunt Tilly has to stay behind. Not so good. The standard 170-pound human that the airlines used to estimate tonnage has been increased to about 190 pounds. With big aircraft it's less of an issue, and with a large number of people the bell-shaped curve drives weights to the statistical average. One airline writes on its website that customers “who encroach upon any part of the neighboring seat(s) may proactively purchase the needed number of seats prior to travel in order to ensure the additional seat(s) is available ... width between the armrests measures 17 inches.”



For private pilots in their Cessnas, Cherokees, RVs, etc. several people gave suggestions about this “delicate” safety issue. One technique is to consciously add weight to whatever a potential passenger tells you. Another is to have a digital scale and tell the passengers that you need to ensure that the plane is balanced by putting different weights in the correct places, just as you would need to do with a rowboat.

In the late 1990s Wyman Fox, the EAA 172 Young Eagles coordinator, had this weight predicament thrust upon him. The ladies who brought children from their children center were offered a plane ride after the youngsters earned their Young Eagle certificates. However, there was one caregiver who weighed nearly 300 pounds. It was a hot, humid June day and the density altitude at the Wrens airport was quite high. Wyman calculated that just with his weight and the lady's weight, his Cessna 172 would not be able to safely take off. He did not want to tell her that she was “too fat to fly” or anything like that so he made two or three fast taxis down the runway and used the elevators/flaps just right so that the lady had the “feel” of lifting off the ground. It seems that she was satisfied about having flown after he told her he would have to go back to the ramp since he was running low on fuel.

(Information adapted from [AOPA ePilot 3/28/2014](#), [Plane & Pilot 05/01/2005](#))

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### WYMAN FOX



There was a memorial service for Wyman Fox, a retired Marine, postal worker, and former EAA 172 member, on Wednesday, March 5, at Elliott Sons Funeral Home in Martinez, Georgia. It was a very moving service attended by friends and many of his extended family. Jamail Larkins, one of Wyman's Young Eagles in 1996, gave a fine tribute to Wyman. A U.S. Marine Corps Honor Guard performed a flag ceremony and a rifle volley salute (outside the chapel doors). Wyman's [Obituary](#).



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### AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *Your aircraft is based at a small, private airport. The annual inspection is due this month. Your favorite mechanic is located at the municipal airport and you are going to fly your airplane over there to have the inspection completed. The two airports have a straight-line distance of 8 nautical miles. Can you log the flight time as cross-country time?*

**According to AOPA and the FAA:** Yes, you can. Cross-country time means time acquired during flight conducted in an aircraft, by a person who holds a pilot certificate, with a landing at a point other than the point of departure and involves navigating to the landing point. There are alternative definitions of cross-country time as well, so always make sure the definition you are using is appropriate to your situation. If you're a student pilot who is training for a private pilot certificate, then your cross-country flight must include a point of landing that is a straight-line distance of more than 50 nautical miles from the original point of departure. Otherwise, that flight time cannot be used to meet the cross-country aeronautical experience requirements for a private pilot certificate. (Source: [FAR § 61.1\(b\)\(A\)\(B\)\(C\)\(D\)](#)).

**This Month's Question:** Is it necessary, when departing from a nontowered satellite airport that lies within Class D airspace, to contact the tower of the primary airport?

## SUN 'N FUN PAYS FOR ITS ATC AND SO WILL EAA PAY FOR OSHKOSH'S ATC

Agreement made between EAA and the FAA

John "Lites" Leenhouts, president of the Sun 'n Fun organization said that local partners have stepped up, as they did last year, to help Sun 'n Fun pay FAA fees of more than \$200,000 to staff the tower at Lakeland Linder Airport to handle all the show traffic. The [Florida Restaurant and Lodging Association](#) joined up with the City of Lakeland and Polk County to come through with cash to pay that bill.



EAA had the same financial question this year and last year for AirVenture Oshkosh. Before 2013, the FAA did not charge EAA for the extra air traffic controllers. They were forced to pay the FAA more than \$450,000 last spring after the federal agency told EAA it would not provide air traffic control staff during AirVenture unless EAA covered the costs. The federal agency began charging airshows for its air-traffic control services last year as a result of federal budget cuts. EAA had agreed to the payment to ensure AirVenture 2013 went off as planned, but did so under protest. EAA also had filed a lawsuit challenging the FAA's ability to charge fees for air-traffic control services without Congressional authorization.

A nine-year deal struck on March 21, 2014, between the Experimental Aircraft Association and the Federal Aviation Administration will provide air traffic controllers for the EAA's AirVenture Oshkosh through 2022. The deal will require the EAA to pay a fee similar to the \$450,000 it paid last year for the cost of the controllers' travel, accommodations, overtime and miscellaneous expenses. With the agreement, paperwork was filed in the U.S. Seventh District Court of Appeals to dismiss the lawsuit. EAA Chairman Jack Pelton indicated that the agreement also allows EAA to continue to explore less-expensive options for providing air-traffic control services through private companies, the military or volunteers.

(Information adapted from [WTSP Channel 10 Tampa Bay/Sarasota](#) 04/01/14, [AvwebFlash](#) 4/01/14, [Oshkosh Northwestern](#) 3/21/14, [AOPA Online](#) 3/21/14 )

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## AOPA ASKS CBP HEAD TO INVESTIGATE STOPS

Customs is stopping and examining aircraft all over the country, not just at the border states.

Gil Kerlikowske, the new Commissioner of Customs and Border Protection (CBP), received a [letter](#) from AOPA asking him to immediately fulfill a commitment he made to review the agency's zero-suspicion enforcement activities regarding general aviation. AOPA President Mark Baker noted that the association has now received nearly 50 reports of stops of general aviation aircraft made without a warrant, probable cause, or reasonable suspicion that illegal activity was taking place. Some of those stops involved officers with drawn weapons and dogs, and many resulted in aircraft being searched and passengers and pilots being questioned or detained.



AOPA is particularly concerned that the stops are being made without proper authority. In some cases CBP Air & Marine Division has said that it is stopping aircraft based on FAA regulations that require pilots to produce certain documents when asked by a law enforcement officer. But AOPA contends that, while those regulations require pilots to comply after they have been stopped, they do not give CBP or any other law enforcement agency the authority to make a stop in the first place unless there is probable cause or reasonable suspicion of illegal activity. FAA, which does have the authority to conduct [ramp checks](#), has said that it has not sought help from CBP or any other agency to carry out such checks. CBP claims that one of its [missions](#) is to ensure that travelers entering the United States comply with U.S. laws. In support of this mission, CBP conducts random compliance examinations (COMPEX).

(Information adapted from [AOPA ePilot](#) 3/14/2014, [CBP](#), [FAA](#) )

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## SHORT FINAL

AVweb August 5, 2013

### Tower controller at Oshkosh 2013:

"Attention, all inbound aircraft: The Oshkosh airport closes in ten minutes. Pedal faster."