
FAA RELOCATES WILDLIFE HAZARD MITIGATION PROGRAM WEBSITE

A website launched by the FAA in November 2011 to help pilots report aircraft wildlife strikes has been relocated, the FAA noted this week. The new website, now located at [WILDLIFE HAZARD REPORTING](#) makes it easy for GA pilots to report wildlife strikes, which will help the agency help airport sponsors develop mitigation plans to reduce their occurrence. The latest study shows that GA accounts for only 6 percent of the total strikes 100,000-plus reported. EAA encourages pilots who experience wildlife strikes to report them immediately through this dedicated FAA website and help make flying safer for all. (Information adapted from April 13, 2012, *EAA eHotline* and from the FAA)



FAA CHANGES VFR CODE FOR GLIDERS

AOPA has notified glider pilots and other members that the FAA has changed the VFR transponder code for gliders, effective March 7. Use of the new code, 1202, is intended to help air traffic controllers differentiate gliders, with their unique maneuvering capabilities and limitations, from other VFR aircraft. The FAA has issued a [NOTICE](#) providing that as of March 7 gliders not in contact with an air traffic control facility should squawk 1202 in lieu of 1200 or 1201, helping controllers identify participating gliders. Use of the code is encouraged but not required.



“Gliders operate under some flight and maneuvering limitations,” the notice sent to air traffic facilities said. “They may go from essentially stationary targets while climbing and thermaling to moving targets very quickly. They can be expected to make radical changes in flight direction to find lift and cannot hold altitude in a response to an ATC request. Gliders may congregate together for short periods of time to climb together in thermals and may cruise together in loose formations while traveling between thermals.”

The FAA said that the need for a national beacon code for gliders operating VFR and not in contact with ATC was highlighted by “an accident, many incidents, and a National Transportation Safety Board recommendation.” Several codes had been considered in the past, but conflicted with other operations. The glider community has long advocated for the availability of this code. (Information adapted from February 17, 2012, *AOPA ePILOT* and from the FAA)

SHORT FINAL

AVweb March 26, 2012

Departing IFR out of KTOA; handed off to Social Departure after take-off.

Cardinal: "Good morning, Social Departure. Cardinal 177VA is climbing through 700 for 3,000."

Departure: "Cardinal 177VA, Social. Please ident, and be advised the tower said your gear was still down."

Cardinal: "That's a good thing. This is a fixed-gear Cardinal!"

EAA AND AOPA FILE PETITION FOR MEDICAL EXEMPTION

Both EAA and AOPA filed a petition on March 20 asking the FAA to exempt all pilots flying recreationally from needing to have a medical certificate. The petition for exemption, developed in close coordination between the organizations and the hundreds of thousands of pilots they represent, asks the FAA to allow pilots to operate noncommercial flights under day VFR in single-engine aircraft with 180 horsepower or less, four seats or fewer, fixed gear, and with a maximum of one passenger plus a few other parameters.



The petition for exemption seeks creation of a medical safety educational course that would be developed by the AOPA Foundation's Air Safety Institute and available online, free of charge. The course would educate pilots on medical considerations beyond basic flight physiology and includes medical concerns that may be reviewed in the medical application process—making them better able to evaluate their medical fitness before each flight. Pilots would establish their baseline of health with a driver's license, just as sport pilots have done for seven years.

The aircraft that would be covered by the proposed exemption include single-engine, fixed-gear aircraft with a maximum of 180 hp and four seats, an incremental increase over light sport aircraft operating with two seats and up to 1,320 pounds gross weight (or 1,430 pounds for seaplanes). The petition for exemption legally applies to members of AOPA and EAA, though the organizations noted in the petition that there would be no objection to the FAA extending such privileges to nonmember pilots. You can file a petition by going to this: [AOPA-EAA petition for exemption](#) You can find out more about this at: [Info about medical certification petition](#). (Information adapted from the March 23, *AOPA ePILOT*, *EAA ePilot* and from the FAA)

Quiz (or contest!) --- Aircraft Engine Sounds

by Stephen Pope

From *Flying Magazine* -- April 20, 2012



Think you know airplane noise? Put your knowledge of vintage aircraft to the test with the *Flying Magazine* engine sounds quiz. They'll give you several different engine noises to listen to and then ask you to match them up with the airplanes that make them ...

QUIZ: [[TAKE THE QUIZ HERE](#)]

STUPID STUDENT PILOT TRICKS

(But this one will send him away for a *long* time)



Among the first things student pilots learn is the importance of a thorough walkaround and a California man now has plenty of time to ponder the wisdom of that precaution. Police in Compton, Calif., allege that Troy Long, of Bellflower, described as a "former student pilot," pulled a gun on staff at the Compton/Woodley Airport when they discovered him taking keys from the hook. They say he then bolted for a Cessna 152 parked outside. As staff called the authorities, Long started the aircraft and made good his escape -- except for one thing. He didn't unhook the chain holding the tail to the concrete.

When police arrived they found the 152 straining against its restraint. They had guns, too, and the rest was by the book. Long was arrested without further incident and booked on suspicion of air piracy, which can carry a life sentence. (Information adapted from the April 26 *AvWebFLASH*, as well as many newspapers such as the *NY Times*, etc.)