Reminder: **Saturday, August 7th Clean up/Fix-up Day 9:00 am to noon. Lunch provided.**

The EAA 172 Board along with the Pea Patch Corporation board members agreed that joint cleanup days would be appropriate and Chapter 172 members can help out anywhere they can. There was a good response for the last one on May 1st. We still need people to help with the clean up of both the EAA 172 and Pea Patch Corporation facilities. Please sign up where you can help. You can sign up by calling or emailing Allen Nodorft - 706-955-1049, or Nodorft@Hotmail.com

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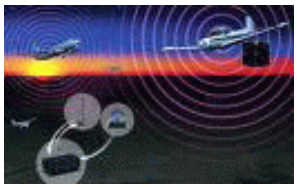
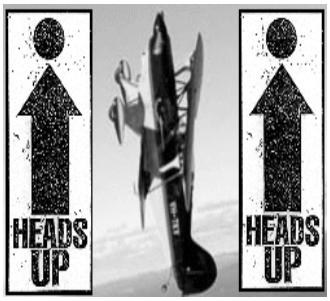
DON'T THROW OUT INERTIAL NAVIGATION, VOR, OR DME JUST YET

THE COMING SOLAR STORMS AND YOUR GPS



Space scientists say that solar storms are on the rise and do cause problems for satellite-dependent systems like GPS and ADS-B. So, if you're wondering if there's anything to worry about, the short answer is, "yes," but there are caveats. Scientists at NASA's heliophysics division and NOAA's space weather prediction center told AVweb the storms can -- and have -- temporarily shut down certain GPS capability and are likely to (read: will) do it again. While that's not likely to happen very often, the challenge of predicting or identifying those moments (which can last days) and effectively communicating the threat to end-users (pilots) is not easily met. With more pilots relying on satellite-based systems during demanding modes of flight, the stakes are high. Joe Kunches is a space scientist at NOAA who works with industry stakeholders to define and understand their space weather needs.



EAA 172 Cold-Cuts Fly-in
July 10, 2010, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA Oshkosh Airventure® 2010
July 26 - August 1 -- Oshkosh, Wisconsin

EAA 172 Meeting
August 14, 2010, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *A pilot flies a Cessna 172 and a Beech Baron. If he has completed his three takeoffs and landings in the last 90 days in the 172, but not in the Baron, is he still current to carry passengers in a multiengine airplane?*

According to AOPA: No. Under 14 CFR 61.57(a), to be legal for carrying passengers a pilot must have made at least three takeoffs and three landings in an aircraft of the same category, class, and type (if required). Remember that category in this case means the broad classification of airplane and class means single engine, multiengine, land, water, etc. In the scenario above, the pilot must complete the takeoffs and landings in a multiengine airplane like a Baron in order to be legal for carrying passengers.

This Month's Question:
A pilot is planning a flight and it appears he will have to go around a busy Class B airspace unless he overflies it. If he does overfly it, are there any requirements to make contact with the controlling agency?

AOPA OPPOSES FCC RULE THAT WOULD OUTLAW 121.5 MHZ ELTS

FROM AOPA: The Federal Communications Commission (FCC) June 15 released the notice of a rule prohibiting the "certification, manufacture, importation, sale, or continued use of 121.5 MHz ELTs." The rule would suddenly make aircraft that are in full compliance with the federal aviation regulations in violation of federal communications law.

"At this time, we caution anyone against purchasing a new ELT until this issue is resolved," said AOPA Vice President of Regulatory Affairs Rob Hackman. "There's a lot of misunderstanding at this time as to the status of this rule. As verified by the FCC, the rule has not been published in the Federal Register, and thereby no effective date can be determined. This provides AOPA and the general aviation industry the opportunity to address our concerns with the FCC and potentially influence the outcome."

14 CFR Part 91.207 currently requires aircraft to carry a fixed ELT, but does not specify either 121.5 or 406 MHz. The FCC's change to 47 CFR Part 87 would outlaw the use of the former—effectively forcing general aviation aircraft owners to buy the 406 MHz ELT. The rule would go into effect 60 days after publication in the Federal Register. AOPA is aggressively pursuing all options to have the FCC and FAA delay and re-evaluate the rule, highlighting the economic and operational impact to the more than 220,000 aircraft in the GA fleet, most of whom still carry the 121.5 MHz ELTs.

But, there was this comment on June 28th from Robert Gold at AvFlash:

Any Frequency in an Emergency

FCC regulations allow the use of any transmitter, licensed or unlicensed, to be used on any frequency in the time of an emergency. Unless the FAA goes along with the FCC ban, the 121.5 ELTs can quietly sit in our airplanes until needed for an emergency.

Debate Drones On Over UAV Deployment

FLYING e-newsletter Jun 17, 2010

There is great demand at the FAA to permit launching UAVs that would perform a variety of tasks that are currently impractical or too expensive for manned flight. In some cases, UAVs would enable private companies or government agencies to expand their sky view. In others, tasks already being performed by manned aircraft — surveillance, pipeline patrol, highway traffic monitoring, search and rescue, etc. — would cost a lot less without the human in the equation. For example, the U.S. Coast Guard would like to deploy Predator B unmanned aircraft for patrol and search missions, in part because it can fly missions lasting up to 20 hours. To clear up some terminology, there are two types of unmanned aerial vehicles. "Drones" are programmed to fly a specific course and cannot be controlled once launched. Remotely piloted vehicles (RPVs) are "flown" from a ground station or from another aircraft. For those of us flying old-fashion manned light aircraft and trying to stay out of the way, it's a toss-up which is worse. RPVs can be maneuvered to avoid other air traffic by their "pilots" but the view presented by their on board cameras can be severely restricted when it comes to spotting other aircraft. Relying on transponder returns — or ADS-B out signals — is the primary line of defense. By contrast, drones have less flexibility, but their presence is more easily predicted; sort of like a hot or cold military operating area (MOA) in that a controller can tell you if the drone is up, or not. Hank Krakowski, in charge of FAA air traffic operations said, "We are having constant conversations and discussions, particularly with the Department of Defense and the Department of Homeland Security, to figure out how we can do this safely." Part of the challenge involves the wide range of size, speed and altitude capability and requirements among UAVs. The FAA has been studying the issue since 2006. "There is tremendous pressure and need to fly unmanned aircraft in [civilian] airspace," said Krakowski. "I think industry and some of the operators are frustrated that we're not moving fast enough, but safety is first."

SHORT FINAL

AVweb June 21, 2010

This was heard at some backwoods class G airport:

Cherokee 1234: "Cherokee 1234, [unintelligible] ... . Please advise ..." [becomes completely unintelligible]
[pause]
Another Aircraft in the Area: "Cherokee 1234, what do you need advice on -- how to fly your airplane?
a career choice? tips on your love life? What?"

Cherokee 1234: "Ah -- ah -- how about advise your position?"

Unknown Kibitzer: "Man, if you have to ask, you need to learn to look out the window."