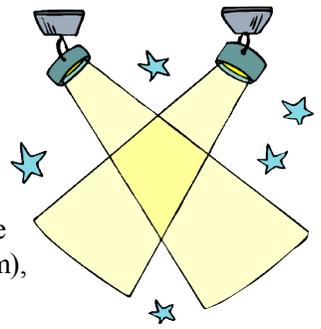


Member Spotlight



This month's Member Spotlight is on Jim and Shirley McBurney. Jim was born in Canonsburg, PA, and raised in Pleasant Hills (Pittsburgh), PA. Shirley is a Georgia native, being born in Wilkes County and living in the cities of Tignall, Rayle, and Augusta while growing up. Jim came to Georgia on a three-year paid vacation, courtesy of his rich uncle (Sam), and stayed because he found a girl here who's sweeter than any girl in Pennsylvania.

Jim and Shirley met in 1964 at the Greene Street Presbyterian Church in Augusta. They've been married 43 Years. Jim relates: "I proposed to Shirley just before leaving for a year in Vietnam, so one year of our engagement was via letters. Shirley was teaching at the time, and when report cards were due, she didn't have time to write, so she'd send me clippings from the paper. She'd write notes in the margins of the stories. I never read the stories, but I'd spend hours looking at the notes she wrote. She had (and still has) the most beautiful handwriting I've ever seen!"

Jim and Shirley have quite an extended family now. They have two children, twins, a boy, John, and a girl, Jenna. They are both 42. John is married to Michelle and they have two girls, Maggie, age 8, and Mollie, age 7. They are homeschooling both girls. They live in Augusta. Jenna is married to Frank Wall. They also live in Augusta and have two grown children, Jonathan and Ann. Jonathan lives in Augusta. Ann is married to Jamie Spivey and lives in Talmo, GA. No great-grand-kids yet!



Jim & Shirley McBurney

Jim is retired from Project Engineering at DSM Chemicals, and aviation maintenance (A&P) at Augusta Aviation, AND television station engineering at WBPI in North Augusta, SC, and WBHQ in Columbia, SC. I guess one job was not enough! Shirley taught Bible in public schools in Kentucky and Florida. In Augusta she taught Bible and elementary grades in private schools. She now spends her time with family, her Sunday School class, friends, and her garden.

Jim explains how he became interested in aviation: "When I was young, we lived in the approach path for Allegheny County Airport, which was the airline terminal for Pittsburgh before Greater Pit was built. I've watched many DC-3s and Constellations on approach or departure. My father once asked me what I wanted to be. I answered, 'a truck driver'. 'No son of mine is going to be a truck driver,' he said. 'Okay,' I said, 'How about a bus driver?' 'NO,' he replied. I thought awhile, listening to a plane overhead. 'How about an airline pilot?' 'Well, that sounds better,' he said. And the rest, as they say, is history, although I never flew airlines."



about his CH 801 to Tech Counselor Al Patton.

Jim began to be interested in homebuilding when he realized the limitations that are placed on certificated aircraft by "those-who-know-more-about-airplanes-than-we-do", and really got interested when the Lord showed him how he could serve Him and His missionaries by enabling and assisting them to build their own planes.

Jim's first flight was also his first flying lesson. This was in an Aeronca 7AC Champ when he was 18. Today Jim has around 1200 hours and is licensed in Airplane Single & Multi-Engine Land, with an Instrument rating.

Jim currently does not have an aircraft to fly, but is building a Zenith CH-801. That also happens to be his favorite aircraft, along with the Ryan Navion. His ultimate aircraft would be the Mooney Ovation3. Jim enjoys traveling and giving plane rides.

Other than spending time with Shirley, Jim enjoys flying, driving buses, mixing audio for the television ministry at his church, and repairing vehicles.

Finally, Jim wants everyone to know... I was born and raised in Yankee-land, but I'm a naturalized rebel. "The South SHALL rise again!" "I just pray it's in time."

FAA DOES NOT WANT THE 121.5 MHZ ELT TO GO AWAY



According to the AOPA there will not be a ban of the 121.5 MHz ELT. The FAA has officially stepped in with a letter to the National Telecommunications and Information Administration requesting that the Federal Communication Commission withdraw its notice that would prohibit the “certification, manufacture, importation, sale, or continued use of 121.5 MHz ELTs.” The FAA is following all of the steps necessary to ensure that the FCC’s notice does not get published in the Federal

Register. Without being published in the Federal Register, the notice cannot go into effect. The FCC had said it plans to ban 121.5 ELTs because search and rescue satellites don’t monitor that signal anymore. However, the FAA points out that the Coast Guard and Civil Air Patrol do monitor the frequency and that more than 38,000 (of 200,000) aircraft owners have voluntarily equipped with the replacement 406 MHz units. It also noted that manufacturers wouldn’t be able to suddenly equip more than 160,000 aircraft. “The ability of the aviation industry to continue the manufacture, importation, sale and use of 121.5 MHz emergency locator transmitters is of utmost importance to the aviation community,” the FAA wrote to the FCC.

THE FAA IS REQUIRING ALL AIRCRAFT TO BE RE-REGISTERED

AOPA 07/23/10

The FAA has released its final rule requiring the re-registration of all civil aircraft over the next three years and renewal every three years thereafter. The FAA proposed a \$5 re-registration and renewal fee, but the FAA reauthorization bill if enacted as passed by the House would authorize the agency to increase the initial registration fee to \$130 and re-registration and renewals to \$45. The rule is intended to improve the accuracy of the civil aviation registry database. Currently, there is a one-time aircraft registration with a \$5 fee; the FAA attempts to update the aircraft registry with the use of its triennial aircraft registration report.



The agency estimates that slightly more than one third of the current 357,000 registered aircraft, or 132,100, are inaccurate. The new rule eliminates the triennial report and requires owners to re-register all aircraft and then renew their registration every three years. The rule estimates that the program will reduce the error rate to 5.7 percent, or 18,800 aircraft. The plan calls for the re-registration of all U.S. civil aircraft by Dec. 31, 2013. The FAA will cancel the N numbers of aircraft that are not re-registered or renewed. To ensure that their aircraft do not slip through the cracks, owners should check the FAA Website now and make sure the FAA has accurate information regarding their aircraft.

“We are disappointed that the FAA has chosen what may turn out to be a complicated and costly method of updating the aircraft registry,” said AOPA Vice President of Regulatory Affairs Rob Hackman. “AOPA will be monitoring the implementation of the rule closely and communicating with the FAA about any issues that arise.”

AVIATION QUESTION OF THE MONTH

Answer to last 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?*

According to AOPA: There are no requirements to contact the controlling agency for the Class B airspace a pilot wishes to overfly. However, he should keep in mind that the airspace is usually quite busy. He might want to consider contacting ATC and requesting flight following. This will give him a better picture of where other aircraft are and will also allow ATC to advise him of any known traffic conflicts.

This Month’s Question: Can a lady fly as pilot in command while she is pregnant?