

AIRVENTURE OSHKOSH 2012

July 23 - July 29

More than 2,500 showplanes registered including nearly 1,000 homebuilts and close to 1,000 antiques, EAA President Rod Hightower said. This included 200 Piper J-3 Cubs that came to celebrate the 75th anniversary of William Piper's most famous design. There were hundreds of warbirds out on the grounds.



According to *Flying Magazine*, attendance at this year's EAA AirVenture fly-in was down from last year, with EAA reporting a drop of approximately 40,000 tickets from the 2011 show, the steep decline due no doubt in part to the continuing economic downturn. Reports noted that the mood of those who did make it to Oshkosh was often upbeat, and exhibitors showed an encouraging spirit of innovation. There were new airplanes (three from Cessna alone), numerous interesting amateur-built models, a number of interesting avionics announcements, and an explosion in products that take advantage of Apple's

iPad. If anything, the commercial element of the airshow, as gauged by new products and initiatives, was among the strongest in years. It was noted that pedestrian traffic was light both early and late in the week, and many airplanes departed the showgrounds early on Friday. Lines at concessions were unusually short, and traffic in the halls, which seemed to have fewer exhibit booths than in recent years, was mixed. Traffic on Sunday was very light. By noontime on the final day, the halls were virtually empty, and attendance on the field seemed nearly as thin. EAA, however, had added more food stands which made lines at them shorter than in the past.

Several exhibitors told reporters that they had brisk sales over the week's run, suggesting that the quality of visitor to the event was high even if numbers were down. Its salute to the Greatest Generation, the World War II aviators, was a big hit, with daily airshows featuring a spectacular array of warbirds both from WWII and the modern era.

(Information adapted from EAA reports, *Flying Magazine*, and attendee Blogs)

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *A pilot is planning to take his kids with him on a trip in his airplane. Does he need to use a child seat?*

According to AOPA: Under Part 91, there are no requirements that children be restrained in a child seat. However, it has been recommended that when traveling with young children an appropriate restraint system be used to ensure the child's safety. This recommendation is based on studies conducted about the survivability of an aircraft accident. One study focused on a major airline accident that killed two unrestrained children when many restrained children survived. In a serious aircraft accident, anything that is not restrained has the potential to become a projectile. The FAA has revamped a portion of its website to assist individuals looking for more information on child restraint systems. AOPA has information online in a [subject report](#) on flying with family, and the Air Safety Institute has a [blog](#) on the topic.

This Month's Question: What is the minimum time (in flight hours) in which a person can become an airplane CFI? Does the CFI require a commercial and/or instrument rating? My understanding is that the FAA does not regard flight instruction as commercial flying even though money typically changes hands.

RESEARCH REPORT INDICATES THAT LIGHTS HELP PREVENT BIRD STRIKES

Fly With Your Lights On or Possibly Paint It To Look Like a Condor!



Within the past two weeks two Boeing 737s hit birds and received heavy fuselage “wrinkling” and/or a hole →. Many GA pilots have hit smaller birds, at times with considerable damage. According to a report recently published in the Journal of Applied Ecology, aircraft lights make it easier for birds to see and avoid aircraft, possibly helping to reduce the risk of bird strikes. Scientists from the U.S. Department of Agriculture, Indiana State University and Purdue University tested the response of Canada geese to three remote-controlled aircraft -- one with lights off, one with lights on, and one painted to resemble a bird of prey. They found geese responded more



quickly to avoid the aircraft with its lights on. The research "could set the aviation industry on the right track to developing lighting systems that will reduce the rate of bird strikes," the report said.

Currently, most efforts to control bird strikes focus on removing birds from the airport environment, according to the report. However, many encounters between airplanes and birds -- including the most famous, US Airways Flight 1549, which ditched in the Hudson River after bird strikes killed both engines -- occur far beyond the airport perimeter. The researchers hope to expand their study to other species besides Canada geese, so they can design aircraft lighting that will be seen by a wide range of birds. "This is only the first step," said Bradley Blackwell, of the USDA National Wildlife Research Center. "As well as lighting, we also want to understand how to manipulate aircraft paint schemes so that birds find them easier to detect." The full [report](#) is available online.

(Information adapted from the Journal of Applied Ecology, USDA National Wildlife Research Center, N.Y. Daily News, KPRC Houston, TX, and the FAA)

NTSB WARNS PILOTS THAT SATELLITE WEATHER DATA COULD BE OLD



The National Transportation Safety Board has issued a [Safety Alert](#) warning pilots that satellite weather data may be older than indicated on cockpit displays. The NEXRAD "age indicator" can be off by as much as 20 minutes, which can have a major effect during serious weather.

WASHINGTON, D.C. — The National Transportation Safety Board (NTSB) has issued a Safety Alert to warn pilots using in-cockpit FIS-B and Satellite Weather display systems that the NEXRAD “age indicator” can be misleading.



The actual NEXRAD data can be as much as 20 minutes older than the age indication on the display in the cockpit. If misinterpreted, this difference in time can present potentially serious safety hazards to aircraft operating in the vicinity of fast-moving and quickly developing weather systems, NTSB officials said.

The report refers to two fatal accidents in which the NTSB found the Nexrad data to be incorrect. According to the report, it appears that the pilots, one flying an AStar helicopter, the other a Piper Cherokee Six, had both relied on data that the Nexrad display indicated as one minute old when it was in fact closer to six or seven minutes old. Both aircraft got caught in severe weather and the Cherokee Six suffered an in-flight breakup prior to impacting the ground, according to the report.

SHORT FINAL

AVweb February 6, 2012

While flying his RV-4 in the narrow VFR slot between the old Washington ADIZ and the expanded Camp David TFR, a pilot lost his GPS. Without a VOR, he contacted Washington Center. The call went as follows:

N1234 (pilot): "Washington Center, N1234."

Center: "N1234, go ahead."

N1234: "I've lost all nav aids over Frederick, and I'm concerned that I will violate airspace and cause a little excitement. Please give me vectors to keep me out of trouble."

Center: "No worries. Everyone is targeting you."