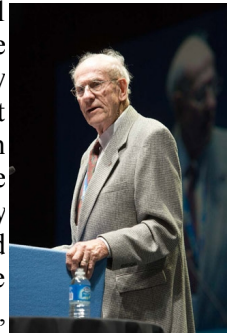


PAUL POBEREZNY, FOUNDER OF EAA (National), HAS PASSED AWAY



On August 22 EAA national headquarters announced that EAA Founder Paul Howard Poberezny passed away on August 22 at Evergreen Retirement Village in Oshkosh, Wisconsin, after a battle with cancer. He was 91. The Poberezny family has expressed the following: "We deeply appreciate all the support shown to Paul and Audrey over the past five months. . . . He leaves an unmatched legacy in aviation and can be best remembered by all the people who discovered aviation through his inspiration to create EAA." Poberezny served as a military pilot and test pilot for nearly 30 years, during both World War II and the Korean Conflict, retiring with the rank of lieutenant colonel. He logged more than 30,000 hours of flight time over more than 70 years of flying, and flew nearly 500 different types of aircraft, including more than 170



amateur-built airplanes. He was the EAA's first president, serving for 36 years. He retired in 1989 from his official capacities with EAA, although he remained active. His memoir of his early years, titled [Poberezny ... The Story Begins](#), was published in 1996. Visit EAA's Paul Poberezny online tribute section at <http://www.eaa.org/paul/>

Flying Magazine had just named Paul in its "51 Heroes of Aviation." He was deemed No. 4 on the list behind only Charles Lindbergh, the Wright brothers, and Neil Armstrong. They wrote "He was born in Kansas in 1921 and taught himself to fly at age 16 in a single-seat Waco glider he helped restore. He founded EAA in the basement of his Milwaukee-area home in 1953 with his wife Audrey, and they built it into a vibrant organization that now boasts 170,000 members in more than 100 countries, and its annual gathering, EAA AirVenture, is one of aviation's premiere events . . . Poberezny's passion for grass roots aviation inspired millions of people to get involved in aviation and to share that love with others through homebuilding, aircraft restoration and preservation, and sport flying." In recent years, some people alleged that Paul Poberezny had possibly felt that EAA had taken the "wrong direction" so he founded an alternate organization, the [Sport Aviation Association](#) (SAA), which has on its opening page "The Sport Aviation Association is an organization founded by Paul H. Poberezny to help maintain what we know as grass roots aviation." However the Website Intro continues with this: "Before you read further, it is important that you know and understand that we are NOT in competition with EAA. We want to complement EAA's efforts and help retain the heritage of the amateur aircraft builder." Recently the SAA held a [fly-in](#) or, as they called it, a "[Sport Aviation Gathering](#)", at the Barnwell, SC, airport ([BNL](#)) on the 5th and 6th of April. ([eHotline](#) 08/22/13, [Flying Magazine](#), [Sport Aviation Association](#), [AOPA ePilot](#) 08/23/13, [Avweb](#), 08/22/13)

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Does the PIC (pilot in command) have to fly from, or occupy, the left seat of a fixed-wing aircraft? If a pilot is the sole occupant, is there a legal requirement for a pilot to sit in the left seat? This, of course, deals with side-by-side seats.*

According to AOPA and the FAA: **There are no legal requirements for a pilot to sit in the left seat.**

While there's no legal requirement, if you are renting, there might be a contractual requirement in that your rental agreement might require that you fly solo from the left seat unless you have some sort of authorization by the FBO. Note that some aircraft certifications require the pilot, if solo, to fly from a specific seat. This is due to the layout of controls, switches, valves, etc. The PIC (pilot in command) may allow anyone, including a non-pilot, a pilot who may not legally act as pilot in command, or another fully qualified pilot fly the airplane, or be "sole manipulator of the controls" during the flight. The PIC is not required to sit in the left pilot seat. Regardless of where the PIC is sitting in the airplane or who is manipulating the controls, the PIC is ultimately responsible and accountable for the safety and operation of the flight. According to airlinepilotforums.com some airline companies require the PIC to be in the left seat. However, this is a quote from that forum by a Boeing 777 FO (first officer): "My job as TIC or FIC (third or fourth in command) is to sit in the left seat so the PIC can go take a nap." A pilot may log PIC time when he/she is the sole occupant of the aircraft; is the sole manipulator of the controls of an aircraft for which the pilot is rated or has privileges; or is acting as PIC where more than one pilot is required ([FAR 1.1, 61.51 \[e\]](#)).

This Month's Question: My airport manager said I can't keep a refrigerator in my leased hangar. Does he have any authority to regulate how I use my hangar?

FAA: PILOTS MAY NOW RECEIVE COMPENSATION FOR YOUNG EAGLES FLIGHTS

In the past, if you received reimbursement for flying Young Eagles you weren't following the regulations. No, the [NSA](#) or the [GBP](#) might not use their Nazi-like [Gestapo](#) or [SS](#) tactics or Soviet style [KGB](#) methods and throw you in [Gitmo](#) but you shouldn't have done that! In response to a [petition](#) filed by EAA in the spring of 2012, the FAA recently granted a [partial exemption](#) from sections of [14 CFR 61.113](#), allowing pilots to receive compensation for flights under the EAA Eagle Flight and Young Eagles programs. The FAA said pilots holding a private, commercial or ATP certificate flying Young Eagles and Eagles in [certified aircraft](#) can have their fuel provided



(including fuel needed to ferry to and from the event) and they can also log the time (which is also considered compensation). Pilots must have at least 500 hours of total time, 200 hours in the category, 50 hours in the class and at least three takeoffs and landings in the make and model of the aircraft to be used in the volunteer flight. Note that Sports Pilot or Recreational pilot license holders may not receive this compensation. EAA had asked for the exemption to apply to sport and recreational pilots and include flights in light sport and experimental aircraft, but those requests were explicitly denied by the FAA. Those pilots and their aircraft may still be used for Young Eagles but there can be no compensation!

There are, however, some new regulations associated with the exemption. For example, the EAA must maintain a record of all disbursements under the exemption, including the date of the event; name and pilot certificate of the pilot-in-command receiving compensation; make, model and registration number of the aircraft used and the amount of fuel disbursed. In addition, it is up to the EAA to ensure the airworthiness of the aircraft used for the events. The restrictions may make the exemption too onerous for the EAA, the organization said. An official statement sent by email to Flying-online from an EAA representative said: "EAA is continuing its review of the FAA's final exemption for the Young Eagles program. We are concerned, however, about some of the onerous requirements that are part of this exemption and whether they fit the true intent of Young Eagles operations." Read the U.S. DOT/FAA - [Decision](#)

(Information adapted from [eHotline](#) 08/15/13, [AvWeb AVFlash](#) 08/19/13, [FLYING-online](#) 08/20/13, and the FAA)

NEW AOPA CEO: MARK BAKER

As Mark Baker succeeds Craig Fuller and becomes only the fifth president and CEO in AOPA history, he is dedicated to making sure future generations will enjoy the kind of access that drew him into aviation. "Mark brings 35 years of involvement in the GA community as a pilot, and decades of experience in leadership positions in the home-improvement industry, such as Scotts Miracle-Gro Company and The Home Depot," said Bill Trimble, AOPA's chairman of the board of trustees. Bill wrote "A native Minnesotan, Mark became a pilot in his twenties. The pilot community and his close flying friends are the reason you can find him at an airport or a seaplane base nearly every weekend. Over the years, as Mark continuously added new ratings, he would fly his wife, Vickie, and four children (plus a cat and a dog) in a Bonanza on the weekends, enjoyed hangar flying with buddies in Minnesota and found some of his greatest enjoyment in encouraging his relatives and friends to also learn to fly."



"An aircraft owner and an AOPA member since 1987, Mark has logged more than 7,500 hours of flight time. He enjoys flying everything from light seaplanes to turbines to helicopters, but his favorite airplane continues to be his Piper Super Cub. Not only did Mark encourage his father to learn to fly, but two of his sons-in-law have earned their pilot's certificates and his own son will become a pilot soon as well. He also enjoys flying Young Eagles and donating time and resources to the Experimental Aircraft Association."

(Information adapted from multiple sources including AOPA Board of Trustees 08/20/13, [AvwebAlert](#) 08/20/13, [AVweb Biz](#) 08/21/13, [AvWeb](#) 08/22/13, [AOPA ePilot](#) 08/23/13, [AOPA ePilot](#) 08/30/13)

NTSB FINAL REPORT ABOUT WOOTTEN YORK RELEASED

On August 29, 2013, the NTSB (National Transportation Safety Board) released the [Probable Cause](#) of the fatal crash of EAA 172 club member Wootten York. He crashed his Waix, a Y-tailed Sonex light airplane, near Washington, Georgia on October 22, 2011. Included in the report were these remarks: "... the airplane broke up in flight. The breakup appeared to have initiated in the forward Y-tail attachment structure, which was an aluminum attach angle. ... It is likely that the pilot, distracted by the loss of engine power, allowed the airplane to enter an unusual attitude, and the tail separated during the pilot's attempted recovery from the unusual attitude. ... The National Transportation Safety Board determines the probable cause(s) of this accident to be: The in-flight failure of the aircraft's Y-tail attachment structure during maneuvering flight due to overload. ..."