

North East Pilots Association

May 2008 Newsletter

Published by the North East Pilots Association, a Chapter of the Illinois Pilots Association.
Pres: Bob Frantz Vice Pres: Jim Wertz Sec: John McConnochie Treas: Ruth Frantz

General Membership meetings are held at the Schaumburg Airport (06C), in the lower-level conference room, on the first Thursday of each month at 7:30 PM. Visitors are always welcome!

For information about NEPA membership, meetings, activities, etc. call Bob at: (847) 669-3281
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NEPA General Membership Meeting

The next NEPA general membership meeting will be held on Thursday, May, 2008 at Schaumburg Airport (06C). It will start at 7:30 PM in the lower-level meeting room.

This month's program is scheduled to be a presentation by John McConnochie on "**Contributions to Aircraft Instrumentation by James Harold Doolittle**". The subject was inspired by the presentation on gyro instruments by Bruce Edston at the DPA Safety Seminar on April 12.

Several members will be meeting about 6:30 PM at Pilot Pete's for dinner before the meeting. Please feel free to join them.

The following article was provided by Doug Brezina:

Northrop Grumman wants 'facts known' on tanker bid

By Megan Scully CongressDaily March 31, 2008

Northrop Grumman Corp. is planning a counteroffensive this week to correct what company officials believe is a campaign of misinformation

surrounding the Air Force's decision to award the California-based firm and EADS, the European consortium behind Airbus, a lucrative contract for aerial refueling tankers.

Ronald Sugar, Northrop Grumman chief executive officer, said the firm will attempt to correct the record about statements made by Boeing Co., the losing bidder, and its supporters about the Northrop-EADS platform.

"We relish the opportunity to make the facts known," Sugar said Monday. "I believe that as the facts are known and more widely understood that the process will play out and we'll be back building tankers here."

Starting Monday and expected to continue over several days, the company is running an ad in several publications explaining why its A330 was selected over the Boeing 767 for the Air Force's refueling mission.

A spokesman for the firm said they are penning op-ed pieces in areas that benefit economically from the program. In the upcoming weeks, Northrop officials will reach out to members of Congress to dispute arguments by Boeing supporters, including statements that the selection of the Airbus plane amounts to a significant outsourcing of jobs to Europe.

"The only reason why we've chosen to speak up here is that ... we've seen so much misinformation, and I would call [it] even disinformation, we thought it was important to set the record straight," Sugar said.

Boeing has protested the decision for the contract, worth as much as \$40 billion, to GAO, which has until mid-June to conduct its review.

The following Updates were provided by Bob Frantz:

F-16 scare prompts scrutiny

By AOPA ePublishing staff

When Patrick McCall got an urgent collision avoidance warning from the TCAS in his Pilatus PC-12, he took evasive action—turning, diving, and then climbing to avoid the traffic that seemed to be chasing him across the sky. When he finally saw the traffic, it was an Air Force F-16 flying in close formation with his aircraft.

Moments later, Scott Lamoree, flying a Beechcraft Premier jet, had an eerily similar experience. In letters to the FAA and the Air Force, both GA pilots said they thought their lives were in extreme danger.

Now the Air Force and the FAA have promised full investigations into the March 21 incidents that occurred in a military operations area (MOA) near Luke Air Force Base in Arizona. And AOPA is working with both groups to ensure that general aviation and military aircraft can safely share the skies.

“We have been in frequent contact with both the FAA and the military in regard to these incidents, and they are being taken very seriously at the highest levels,” said Pete Lehmann, AOPA manager of air traffic services. “Everyone involved agrees that we must work together to find ways to safely share airspace and prevent similar incidents in the future.”

AOPA plans to closely follow both investigations and review their conclusions.

Under federal aviation regulations, “No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in formation.” Although military pilots are not bound by this rule, they are required to abide by similar guidance unless on a sanctioned intercept mission.

The MOA was active at the time of the incidents, and although civilian aircraft are allowed to fly through active MOAs, AOPA encourages its members to avoid active special-use airspace (SUA) whenever possible.

AOPA also offers pilots a wide range of resources to help them safely navigate SUA. Start with the AOPA Air Safety Foundation’s [SUA Safety Quiz](#).

Then learn more with the foundation’s online course [Mission: Possible—Navigating Today’s Special Use Airspace](#). The course takes about 45 minutes to complete and covers all aspects of SUA from communications to lights-out operations.

To get the status of SUA along your planned route of flight, [see our Web page](#), where airspace status is updated every six minutes.

April 9, 2008

FAA proposes 22 changes to sport pilot rule

By AOPA ePublishing staff

In the almost four years since the sport pilot rule was implemented, the pilot community and the FAA have gained a lot of practical experience. Now the FAA has used that experience to develop 22 proposed changes to the rule that would affect aircraft, pilots, and procedures.

Some of the proposed changes, which were published April 15, already are drawing pilot comment. Among them is the plan to alter altitude limitations—now set at a maximum of 10,000 feet msl—to include an agl limitation. This would increase the operating window for pilots who live in mountainous terrain. Another change to the rule would allow the use of light sport aircraft (LSAs) in Part 141 flight training programs.

Other changes would replace proficiency checks currently done by flight instructors with checks done by pilot examiners, retroactively require sport pilots to receive one hour of flight training on the control and maneuvering of an airplane solely by reference to instruments, and replace category and class logbook endorsements with ratings on the pilot’s certificate, eliminating the need for pilots to carry their logbooks when they fly.

The FAA is allowing 120 days to file comments, and AOPA is carefully reviewing the proposed changes and their possible effects on members. You can review the full [notice of proposed rulemaking](#) online.

April 16, 2008

NORTHEAST PILOTS ASSOCIATION MEMBERS MEETING MINUTES

April 3, 2008

The meeting was called to order at 7:37 pm by President Bob Frantz

The president discussed the direction for NEPA.

- Increasing membership is important, since membership has been static.
- Committee chairs should be chosen. The following committees were proposed:
 1. Wings contest
 2. Outings: Hermach volunteered to be co-outings char with Keifer.
 3. Safety seminar: McConnochie with Strickland a member of the committee
 4. Programs: No chair was chosen.
Hermach volunteered a program for November entitled "Grass Airports Visited in 2008".

The **Illinois Pilots Association Annual Meeting** will be held at Jacksonville, IL (IJX) on May 17 (Sat).

Speakers: Dr. Mel Antunano, CAMI

Rich Seigfried, President Warbirds America

Events: Spot landing, flour bombing, possible baloon bust

Meetings: Membership and Board of Directors.

Meetings will end at 05:00 pm

Other Events: Luncheon

Expo with vendors

Cirrus Aircraft on display

Raffle for ride in T6

NEPA Programs:

April 3: Roffelsen, The most dangerous airport: Courcheval in the Alps

May 1, McConnochie: John Boyd, The Energy - Maneuverability Theory of Warfare

June 5, Keifer will not be available. Scheduled is a potluck grill at Schaumburg Airport (06C)

Minutes of the Last Meeting (March 6) were prepared by Hermach.

A motion by Ruth Frantz (2nd Strickland) to accept as published was passed.

Treasurer's Report, Ruth Frantz:

Strickland was reimbursed for the chili for the Flight Safety Seminar.

A motion by Hill (2nd Strickland) to file for audit was passed.

Keifer: **DPA Safety Seminar**, April 12 (Sat.), starting at 09:00.

The following will be on display:

1. Vintage Planes: Cessna 140, Cessna 180, Cessna 195, Stinson Voyager, Staggerwing Beech, Mooney, DeHavilland Beaver
2. Fire Engines from DPA rescue
3. Helicopter Muckenschnabl

Refreshments: Chili provided by Strickland

Presentations:

1. Gyro Instruments by Bruce Edston
2. Proposed Changes for Chicago Class B Airspace by DPA Airport Authority

Outings:

1. May 17 (Sat.): IPA Annual Meeting, Jacksonville, IL (IJX)
2. May 18 (Sun.): Brodhead, WI

Other Business:

The United States Pilots Association will meet at Fermilab in August, 2008, for three days (Thursday, Friday, and Saturday).

Motion to **adjourn** by Hermach (2nd Strickland) at 8:22 pm

NEPA, IPA and USPA annual membership renewal. Please check one:

[] \$10.00 for **NEPA** [] \$24.00 for **IPA/USPA** [] \$34.00 for **NEPA and IPA/USPA**

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIPCODE: _____

HOME PHONE: (_____) _____ - _____ WORK PHONE: (_____) _____ - _____

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RETURN TO: Ruth Frantz, 40W297 Apache Lane, Huntley, Illinois 60142 (NEPA Treasurer)