

North East Pilots Association

March 2009 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
Newsletter Editor: Steve Hill Direct email or newsletter submissions to: nepanews@yahoo.com

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NEPA General Membership Meeting

The next NEPA General Membership meeting will be held on Thursday, March 5, 2009. It will be at 7:30 PM in the lower-level meeting/conference room at Schaumburg Airport (06C). This month's program will be a presentation by John McConnochie on the 'Transition to Complex Aircraft'.

As usual, several of the members will be getting together for dinner at Pilot Pete's (upstairs) around 6:30 before the meeting. Please feel free to join them and participate in the conversation(s) and hangar flying. Hope to see you there!

The following pictures are from the NEPA Aviation Safety Seminar on Thursday, February 26th, 2009:



The following Updates were provided by Bob Frantz:

USPA EMAIL NEWSLETTER PERSONAL MINIMUMS

USPA President Steve Uslan received this reminder from the FAA (as likely you did, too), and he thought it was worth passing on to USPA members:

Select and Use Conventional and Unconventional Personal Minimums

The use of a *Personal Minimums Checklist* is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the

time now to develop your own Personal Minimums.

First, print a copy of the FAA's Accident Prevention Brochure P-8740-56, called [Personal Minimums Checklist](#). Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors.

In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel.

In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the internal or external pressures you may experience to complete a flight.

Jan Hoynacki, Executive Director
USPA

[USPA EMAIL NEWSLETTER](#) [COMMENT DEADLINE FEBRUARY 27](#)

USPA President Steve Uslan received the following letter from new AOPA President Craig Fuller (likely all AOPA members received it). Steve would like to forward this letter on to our USPA members, urging them to comment by the February 27 deadline:

Dear STEPHEN,
I didn't wait long!

I have been president of AOPA for less than six weeks and already I need to make a call to action!

A proposed rule to impose comprehensive security requirements on a great many aircraft in the general aviation fleet was pushed out the door by the Bush administration's Transportation Security Administration (TSA) just before they left Washington. It addresses a security threat that doesn't seem to exist. It contemplates that private aircraft with six, seven, eight or more seats might be used as weapons of destruction by terrorists.

I have seen many proposed rules during my nearly three decades in Washington.. Many have had flaws, but few have been based solely on what someone imagines might happen!

That is what this does. By imagining that aircraft weighing over 12,500 pounds might be a threat, the TSA is proposing that a large number of general aviation aircraft owners establish full security programs patterned after the airlines.

AOPA and the other general aviation organizations have all voiced opposition to this proposal. We have provided witnesses with considerable expertise in security to testify at TSA hearings across the country. In the face of overwhelming opposition to this measure, the TSA's regulatory process is marching forward.

I believe that if one segment of general aviation can be unjustly regulated, then any segment can face the imposition of unfair regulatory burdens. So, this fight is one we all have a stake in, regardless of what type of aircraft we fly.

When I say burdensome, let me explain that the TSA has issued a Notice of Proposed Rulemaking (NPRM) which, if enacted, will apply commercial air carrier security measures to GA aircraft weighing more than 12,500 pounds, regardless of how those aircraft are used. The costly proposal calls for crewmember criminal record checks, watch list matching of passenger manifests, biennial third-party audits of each aircraft operator, and new airport security requirements. The proposal fails to recognize the inherent differences between private and commercial aviation, and it attempts to impose expensive and unnecessary security regulations without justification.

All of us in the general aviation community care about security. Over a period of several years we have taken many prudent steps to ensure that our aircraft are secure and not used for hostile purposes. AOPA has been a leader in GA security and has worked with other industry groups to put into place a series of comprehensive policies and programs that work.

Having said this, I must tell you that none of this seems to matter to those who proposed this rule. Without pilots speaking out NOW, this rule may become final.

If there is any "good news" about the rule-making process, it is that it allows you and other pilots to formally object to this proposal, and to share your thoughts with Congress. I urge you to immediately let the TSA and your representatives in the House and Senate know how you feel.

All of us at AOPA will continue to work hard to fight this proposal. But we can't do it alone! When you take action, we all have a better chance of success. We need your help. So please, log onto the AOPA LASP Member Action Center

(<http://www.aopa.org/advocacy/gasecurity/index.html>), follow the instructions, and let your voice be heard. AND, PLEASE ACT RIGHT NOW!

Sincerely,

Craig Fuller
AOPA President

P.S. The TSA must receive your comments before February 27, so please contact them by

e-mail, mail, or fax right away. I also encourage you to send a copy to me at gasecurity@aopa.org and to copy your members of Congress, as well.

Jan Hoynacki, Executive Director
USPA

USPA EMAIL NEWSLETTER **ABOUT AIRPLANE FUEL**

This email sent by NMPA President Bob Worthington to the members of NMPA is important for all USPA members:

For those of you who fly ultra lights, vintage aircraft, and a variety of smaller older aircraft that require automotive gasoline, the use of ethanol-blended fuel is very dangerous, not to mention illegal in many aircraft. The problem is that it is very difficult to find gasoline today that does not contain ethanol.

Ethanol increases the volatility of the fuel, leading to vapor lock--not a good thing to happen to your aircraft engine a few hundred feet above the ground. It also has a property which can cause water to collect in the fuel system. Additionally, the ethanol is not compatible with many rubber components of the fuel system causing leaking problems and destruction of various rubber parts. So, bottom line: ethanol-blended gas is dangerous and in many cases illegal to use on some aircraft. Ethanol also has the same negative effects on many other gasoline powered engines, such as power tools, vintage autos, and watercraft. So this is not only a "pilot" problem, but effects many different kinds of engines.

Several aviation groups around the country have had their state governments require that ethanol-free gasoline be made available to those who cannot use ethanol-blended gas. This is what is happening in the New Mexico state legislature right now. And your help is needed. The Albuquerque Ultra Light Association, the State Aviation Division, and NMPA members have been working hard to get a bill passed to retain the sale of gasoline without ethanol. It ran into some snags and the proposal was withdrawn with the thinking that it could not be resurrected for this session. But due to the efforts of the State

Aviation Director, Tom Baca, it is now back in session.

Representative Anna Crook from Clovis (email anna.crook@nmlegis.gov) and Representative Don Tripp of Socorro (email Trippsdon@netscape.net) are the sponsors of HB 714 (Availability of Unblended Gasoline). NMPA urges every member to contact his/her Representative and ask him/her to vote for the passage of this bill. To obtain how to contact your Representative go to <http://legis.state.nm.us/lcs/legislatorssearch.aspx>.

To make this easy for each of you, I will next email you the bill itself so you can read it. It is less than two pages and easy to read and understand. Then, again separately, I will email you a sample copy of a letter to your Representative. Just download it, add the needed info, and email it to your Representative. We need all the help we can get.

Thank you.

Bob Worthington, President
NMPA

Jan Hoynacki, Executive Director
USPA

Quick pilot action keeps TSA in check

By AOPA ePublishing staff

AOPA members have expressed concern about reports that Transportation Security Administration officials stopped and screened general aviation pilots and their passengers at a fixed-base operation in Nashville, Tenn., before they could access their airplanes.

That incident, combined with recent changes to security badge requirements at commercial airports and the TSA's proposed Large Aircraft Security Program, has left many pilots wondering if this is an all-out assault on GA by the TSA. AOPA has been working quietly behind the scenes with the TSA to get to the bottom of what's happening.

As it turns out, the screening episode stemmed from a TSA "playbook"—a restricted document designed to assist federal security directors in adding randomness and unpredictability to

their security procedures. The problem resulted when the security directors incorrectly applied the procedures, which were intended for commercial operations, to the GA side of the airport. The TSA is in the process of correcting the guidance that was distributed to federal security directors throughout the country.

"It is important that pilots let us know when they see these types of occurrences because we can take their concerns directly to the TSA," said Craig Spence, AOPA vice president of security. "In this case, TSA officials had not intended for their policy to be interpreted this way, and when we told them about it, they quickly corrected the problem."

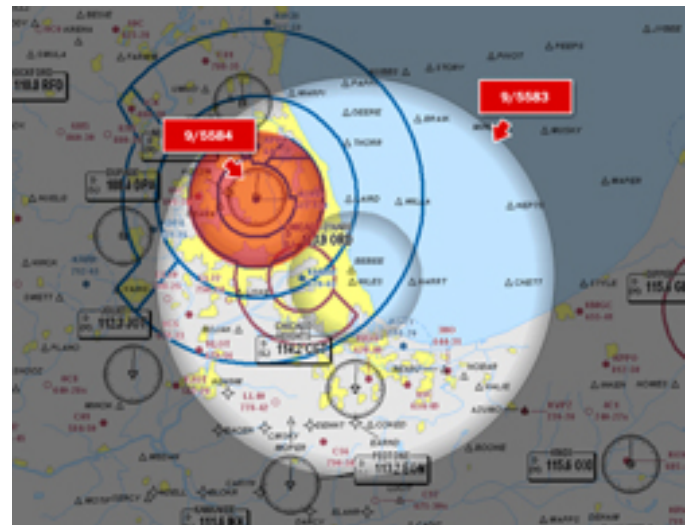
Pilots can alert AOPA by calling 800/USA-AOPA or [sending an e-mail](#).

February 12, 2009

FAA to establish presidential TFR over Chicago

By AOPA ePublishing staff

President Barack Obama will be returning to Chicago for the first time since being sworn in as president and that means pilots flying in the area will have to be aware of new flight restrictions impacting one of the nation's busiest chunks of airspace.



Obama is expected to go to Chicago several times each year, so pilots should become familiar with the airspace restrictions in order to keep themselves out of trouble.

His first visit is scheduled from 4:30 p.m. local on Friday, Feb. 13, through 10 a.m. local on Monday, Feb. 16. The FAA already has established a [30-nautical-mile-radius temporary flight restriction \(TFR\) for this weekend](#), encompassing much of the Chicago Class B airspace and shutting off part of the shoreline along the southwestern edge of Lake Michigan.

The TFR has an inner 10-nm-radius GA no-fly zone, which will affect general aviation flights arriving and departing Chicago Midway International Airport. [Another 10-nm-radius TFR](#) will be centered over Chicago O'Hare International for the president's arrival. AOPA anticipates that the FAA also will issue a TFR for his departure.

Gateway airports have been established to allow pilots to be screened and receive a waiver before flying into Midway when a TFR is in place. Pilots may stop at Rockford International (RFD), Greater Peoria Regional (PIA), and South Bend Regional to be screened by the Transportation Security Administration. All passengers and crewmembers on board must supply government-issued photo identification to the TSA officials. Pilots departing Midway during the TFR must also be screened. See the FAA's Web site to [apply using the special event waiver format](#). All applications must be submitted at least 48 to 72 hours prior to departure. [See AOPA's plain-language version of the notam for TSA screening details and hours of operation each airport](#).

If you complete the screening at the gateway airports to fly into Midway, please [send us an e-mail](#) and let us know how the process went. AOPA will share the information with the Obama administration.

Pilots should exercise extreme vigilance when flying in the area while the TFR is active.

[Download a copy of the intercept procedures](#) to carry with you in the aircraft, and take the AOPA Air Safety Foundation's "[Know Before You Go: Navigating Today's Airspace](#)" online course.

February 10, 2009

Question: I am familiar with the requirement to have the English Proficient endorsement on my certificate, but I still haven't made the request to FAA. When is the deadline?

Answer: The deadline is March 5, 2009. However, the endorsement is required only if you fly internationally. The good news is that your new certificate with the English Proficient endorsement is plastic and also meets the requirement to obtain a plastic certificate by March 31, 2010. [Get the scoop on pilot certificates here!](#)

USPA EMAIL NEWSLETTER **ANOTHER TSA WAR STORY**

This email was received by USPA President Steve Uslan—another “War Story” about the reaches of TSA (please see the recent USPA Email Newsletter on this subject). The sender's name has been omitted to protect the innocent.

A co-worker of mine, a retired U.S. Marine, is the latest FAA employee to be denied renewal of ramp driving authorization. He presented his FAA ID and a Social Security card, but the SS card was laminated and not acceptable. He presented his birth certificate, but it was issued by a hospital and not a State, so it too was unacceptable. He presented his retired Marine ID, but it was also unacceptable. He does not have a passport, so he is going to have to go to Social Security and get a replacement card that is not laminated.

The form that all airports are apparently following at the direction of TSA, is a Form I-9(Rev. 02/02/09), and is most likely a TSA form. An FAA ID, or a NWS ID, or a military ID(active or retired) carries the same weight in value as a school ID card, or a Day-care or nursery school record.

I'm not making this up! I will scan a copy of this form and email to you if you want.

Someone needs to pull in the reigns on TSA before they ruin America.

Jan Hoynacki, Executive Director
USPA

Tax 'em like fur coats and jewelry!

By Thomas A. Horne

Illinois State Rep. LaShawn K. Ford (D-8th district) has introduced legislation that classifies general aviation airplanes costing more than \$500,000 as

“luxury items,” and proposes an additional 5-percent sales tax—on top of the 7.25-percent sales tax already in effect.

According to the language in Ford’s bill (Illinois H.B.451), general aviation airplanes are luxury items just like “fur clothing” and “jewelry.”

[AOPA has written to the committee](#), explaining that the tax increase would be a hindrance to the economic recovery in Illinois. AOPA Great Lakes Regional Representative Bill Blake will be following up with the committee. The association will continue to work to defeat this bill and reach out to decision makers across the nation to correct this misguided perception of general aviation. It’s this sort of prejudice that creates an environment conducive to excessive taxes on general aviation. Ford’s legislation has been referred to committee, but no hearing or vote has yet been scheduled.

February 18, 2009

User fees in Obama's budget proposal

By Warren D. Morningstar

President Barack Obama’s proposed budget is calling for aviation user charges starting in 2011. The White House Office of Management and Budget (OMB) released the proposal Feb. 26, and although there is not much detail, the document makes it clear that the administration wants to replace some of the aviation excise taxes with “direct user charges.”

“It is often said the devil is in the details, but even with only a few details, we are concerned,” said AOPA President Craig Fuller. “We have been working constructively with the Obama administration and Congress about moving forward with air traffic control modernization and airport development. However, the warning light went on with the budget briefing documents and the plan for imposing billions in user fees on the aviation community.”

The budget “proposes repealing some aviation excise taxes and replacing these taxes with direct user charges.” ([See page 129 of the budget proposal.](#)) “Direct user charges are just another name for user fees,” noted Fuller. User charges would total some \$7 billion in 2011, or about half of the FAA’s total budget.

“We don’t know what kind of user charges the Obama administration would propose to implement, but the previous administration wanted to raise about \$7 billion through air traffic control system user fees,” Fuller said.

The Chairman of the House Transportation and Infrastructure Committee Rep. James Oberstar (D-Minn.), who has been a staunch opponent of user fees, released a statement saying, “I note that the budget appears to propose some type of aviation user fee. Aviation user fees have been proposed several times in the past by OMBs of various administrations, and have not been adopted by Congress.”

[Earlier this month Fuller testified](#) in support of Chairman Oberstar’s bill, H.R.915, to finance the FAA through the current system of aviation excise taxes.

“We have already contacted White House officials to express our concern and to reiterate the negative effects that user fees would have on the general aviation industry. We look forward to an open dialogue with the president on the best way to finance the modernization of our air traffic control system and the FAA’s continued operations.”

February 26, 2009

NEPA Meeting Minutes February 5, 2009 (Thursday) Schaumburg Airport (06C)

The meeting was called to order at 7:50 pm by President Bob Frantz.

Attendance: Ruth & Bob Frantz, Ken Hermach, Steve Hill, Ken Keifer, John McConnochie, Erik Roffelsen, Jim Wertz

Minutes of the Last Meeting, January 8: The minutes were prepared by Ken Hermach and published in the NEPA Newsletter for February, 2009. A motion by Hill (2nd Keifer) to accept was passed.

Treasurer's Report for January, 2009, Ruth Frantz: Motion by Hermach (2nd Hill) to file for audit; passed

Newsletter:

- The Newsletter welcomes contributions.
- President Bob Frantz recognized the contribution of the Newsletter to NEPA.
- Frequency 121.5 MHz. is no longer monitored. The new frequency for ELT's is 406 MHz. which offers the advantage that the location of the accident/problem can be determined by GPS.

Safety Seminar: February 26, Fermilab. Speaker is Fred Abrams, of Abrams Aviation Seminars, who will talk on "Single Pilot IFR".

The following responsibilities are assigned to NEPA members and other promoters:

- Roffelsen: Cookies and Veggies

- Keifer: Create Advertisement/Flyer
- McConnochie: Post the advertisement/flyer at nearby airports
- Ruth Frantz: Coffee (regular and decaf)
- Hill and Keifer: Split-Pot Raffle
- Carolyn Remol (FAA): Registration for credit (BFR, Wings)

The following algorithm will be used to decide how many raffle prize(s) to award depending on how much money is collected. Half the money will go to the winner(s) and half to NEPA:

- Up to \$50. One prize
- \$51. to \$100. Two prizes
- \$101. to \$150. Three prizes
- etc.

Illinois Pilots Association (IPA)

May 16, 2009 (Sat): The Annual Membership Meeting and Expo will be held at DeKalb Taylor Airport (DKB) at the FBO.

- Cirrus will display an aircraft.
- Susan Shea, Director of Illinois Division of Aeronautics, will speak.
- Other speakers are not yet chosen.
- Lunch will be available for purchase.
- Flying activities will include flour bombing, spot landing, and balloon burst. Trophies will be awarded.
- Carolyn Remol will represent the FAAST Team.
- IPA meetings will be the Annual Membership Meeting and Board Meeting.

The IPA is a 501(C)3 organization. Consequently, officers and directors get a tax deduction (charitable donation) for their expenses for meetings. The IPA is looking for volunteers for the board.

The IPA Scholarship will be awarded this spring. Deadline for application is March 1.

South Suburban Chapter: The South Suburban Chapter of IPA had an Air Tour Fund. Brian Borecky and Bob Frantz visited the chapter and requested that the Air Tour Fund be applied to the IPA Scholarship. The board authorized the transfer of funds.

Illinois Aviation Hall of Fame (IAHF): Ruth Frantz noted that the IPA is a member of the IAHF.

DuPage Pilots Association (DPA): Meeting February 19 (Thursday), 7:30 pm: Mike Leone will speak on "Stupid Pilot Tricks". Pizza will be served. Further information is available on the SPANS web site.

American Flyers at DPA will have a free BBQ and pilot gathering on February 7, 2009 (Saturday) at 12:00 noon. There will be a presentation on "How to Make Your Airplane and your Mechanic Happy"

Programs:

- March 5: "Transition to Complex Aircraft", John McConnochie

Elections: Nominations:

- President and Vice President: Jim Wertz and Ken Keifer
- Treasurer: Ruth Frantz
- Secretary: John McConnochie
- Directors: (Roll over the current directors)

Outings:

- March 21 (Saturday) 12:00 noon: Lynfred Winery, Roselle, IL

Next NEPA General Meeting: April 2, 2009 (Thursday) at Schaumburg Airport (06C)

Motion to adjourn by Wertz (Hermach) at 9:48 PM

Minutes submitted by Secretary McConnochie

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: (_____) _____ - _____

EMAIL: _____

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