

North East Pilots Association

September 2009 Newsletter

Published by the North East Pilots Association, a Chapter of the Illinois Pilots Association.
Pres: Jim Wertz Vice Pres: Ken Keifer 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 Jim at: (630) 306-3219
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NEPA General Membership Meeting

The next NEPA General Membership meeting will be held on Thursday, September 3, 2009. It will be at 7:30 PM in the lower-level meeting/conference room at Schaumburg Airport (06C).

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 Updates were provided by Bob Frantz:

USPA EMAIL NEWSLETTER LEGISLATIVE REPORT

Greetings! First, Here's is an update from Washington, D.C. The FAA on Tuesday, August 4, 2009, changed its certification standards for transport category airplanes to require either the automatic activation of ice-protection systems or a method to tell pilots when they should be activated. "We're adding another level of safety to prevent situations where pilots are either completely unaware of ice accumulation or don't think it's significant enough to warrant turning on their ice

protection equipment," said FAA Administrator Randy Babbitt. The new rule requires that airplanes must have an effective way to ensure the ice-protection system is activated at the proper time. The FAA has previously required the activation of pneumatic deicing boots on many aircraft models at the first sign of ice accumulation, a rule that has been controversial among pilots, some of whom believe they should wait for ice to form before activating the boots. This new certification standard avoids relying on the pilot alone to observe whether the airplane is accumulating ice, the FAA said, and it applies to all types of ice-protection systems, not just the boots.

Secondly, Department of homeland Security Inspector General reports that the national security threat posed by **general aviation** is "**limited and mostly hypothetical.**" The Inspector General notes TSA has tailored its security strategy to the range of airfield environments and classes of aircraft and operators, rather than introducing overly broad regulations that are costly to implement. The agency also analyzes credible intelligence information to prioritize existing threats and identify practical, targeted measures to reduce risks in the aviation sector. "The current status of (**general aviation**) operations does not present a serious homeland security vulnerability requiring TSA to increase regulatory oversight of the industry," the Inspector General concludes.

Thirdly, following is an update concerning Missouri Aviation. Here is the only list of current Bills as follows:

Missouri House of Representatives

95th General Assembly, 1st Regular Session (2009)

Bills Indexed by Subject

AIRCRAFT AND AIRPORTS

HB 737 --- Sponsor: [Schaaf, Robert](#)

Decreases the percentage of an aircraft's true value in money to 7% when assessing personal property tax on certain aircraft **HB 1018** --- Sponsor: [Komo, Sam](#) --- CoSponsor: [Flook, Tim](#)

Authorizes a state and local sales and use tax exemption for purchases of aviation jet fuel by air common carriers for immediate consumption or shipment on transoceanic flights **HB 1140** --- Sponsor: [Schoeller, Shane](#)

Allows airports to retain sales taxes collected on enplanements at the airport for marketing purposes

SB 535 --- Sponsor: [Days, Rita D.](#)

Creates the crime of breach airport security

Last Updated August 4, 2009 at 11:07 am

Note: Your Web site address for Texas Legislation: www.texas.gov Look for Transportation-Aviation, to search all aviation bills.

Web site address for Illinois Legislation: www.illinois.gov Look for Transportation-Aviation, to search all aviation bills.

All other states should follow this same format, to search your specific state's aviation and airport bills.

Remember, that as members of **USPA, MPA, TPA, TXAA, NMPA, NPA, IPA, EAA, AOPA**, or other pilot associations of which you may be a member, we have a powerful voice, in Missouri, Illinois, Indiana, Texas, or whatever state you may represent. Every group of taxpayers and as pilots carries a strong voice to Washington, D.C., as well as at the state and local level.

We need to learn how to use our voices, and speak up for general aviation.

So let us not forget to exercise our rights and privileges, so we can continue to make a "Difference for General Aviation."

UNTIL NEXT TIME!

SAFE FLYING!

Larry G. Harmon, Chairman

Government & Technical Affairs Committee

United States Pilots Association

USPAVPLHARMON228@aol.com

USPA EMAIL NEWSLETTER

FLY-LOW PUBLICATION

By now all of you should have received the August issue of Fly-Low. And if it hasn't already been explained sufficiently, the June issue of America's Flyways was the last one produced and distributed. USPA's monthly printed newsletter will now be produced in Fly-Low, which you will continue to receive as long as you are an Individual Member of USPA.

Other states who were using AF to distribute their monthly newsletters have also been invited to use FL for this purpose. Ralph McCormick, Fly-Low's Publisher (who is known to many of you), has contacted them with proposals. I hope they will choose to use FL, as then USPA's news and that of its affiliated states will remain in one place.

By way of background information, due to escalating printing and mailing costs and reduced advertising income, AF had to cease publication. USPA's PR VP Bob Worthington spent considerable time and effort contacting numerous publications, and exploring the possibility of USPA producing our own email magazine (ezine). With the input and help of several others, and the offer of FL to basically continue providing space for USPA in FL at the price we had just negotiated with AF, and in order to keep continuity in our newsletter distribution, it was decided to go with FL.

Ralph generously offered to send each USPA Individual Member a free issue of FL so that we all could see what our newsletter in FL might look like. Which he did at no cost to us. Now, however, starting with the September issue, USPA will be sending our information to Ralph for publication under contract with him. So you will be receiving FL monthly at no additional charge to you. Also, as did AF, Ralph has agreed to send FL, free of charge, to the President, Secretary, and Newsletter Editor of each USPA affiliated state, plus each state's five voting delegates to the USPA board.

Fly-Low is sent to every state and many FBOs around the country. If you know of an FBO who does not get them and would like to have them, contact Ralph at Ralph@fly-low.com.

I hope you enjoy the publication as much as I do. I've received many very favorable comments thus far. By the way, look for the NMPA/USPA

mountain flying course information in the August issue, as well as an article I wrote about my flight in a C-130. These articles were included by Ralph at no additional charge.

Let me hear what you think about the new publication.

Jan Hoynacki, Executive Director
USPA

AOPA, EAA medical staff meet to keep pilots flying

By AOPA ePublishing staff

If two is better than one, then having two aviation groups working to help you get your medical certificate is a good thing. That was the intent behind a meeting between AOPA's Board of Aviation Medical Advisors, EAA's Aeromedical Advisory Council, and each association's medical staff last week during EAA AirVenture in Oshkosh, Wis.

AOPA Top Stories

- [Eclipse bidder offers \\$40 million](#)
- [FAA going green with electronic ADs, SAIBs](#)
- [Piper project honors pipeline patrols](#)
- [Justhelicopters.com announces career seminar](#)
- [Notam allows VFR pattern work near U.S. borders](#)
- [AOPA, EAA medical staff meet to keep pilots flying](#)

The meeting, a first in many years, came shortly after the two general aviation organizations signed a memorandum of understanding to work together on advocacy issues for their members. Aviation medical examiners and the association's dedicated medical teams discussed a broad range of medical certification topics that affect pilots, including the success of the FAA's AME-Assisted Special Issuance (AASI) program. The program allows AMEs to reissue medical certificates to pilots who require special-issuance medicals and has reduced the number of cases that require review by the FAA's Aerospace Medical Certification Division in Oklahoma City, Okla. This frees up the FAA's medical staff to focus on more complex medical appeals cases.

"The FAA's aeromedical certification process works most efficiently when pilots and their AMEs have a thorough knowledge of what medical records

the agency needs in order to make a timely certification decision," said Gary Crump, AOPA director of medical certification, who attended the meeting. "Because of that, we agreed to work together to better reach out to pilots with information about the medical certification process."

Both organizations have medical certification specialists who work with members experiencing medical certificate challenges.

August 6, 2009

USPA EMAIL NEWSLETTER **HERE COME THE EXPERTS**

The recent midair collision over the Hudson River between New York City and New Jersey brings out all of the "More regulation is better" nut cases. Aside from this scene being at sea level, there are numerous areas around the country that are operated in similar fashion. What we have here is a river along side the City of New York, over which the airspace under 1100 feet MSL is set aside for VFR traffic. This means "See and be seen." Pilots are supposed to call out their locations on a specified frequency, exactly as they are supposed to do going into an uncontrolled airport. When the rules are not adhered to, the inevitable result is horrific.

The problem is not the fault of the FAA. The airspace above 1100 feet is controlled by either Newark or LaGuardia approach frequencies. Given the state of our government finances, do we reasonably expect the FAA to put in an integrated radar system for small planes utilizing the Hudson River corridor? I think not.

Even Mayor Bloomberg has stated that over reaction to this occurrence will do no good. When I see a line of politicians wringing their hands, saying the government must fix this, I know they are pandering to an unknowing constituency.

Just because an airplane crashes is no reason to install useless regulations designed primarily to make the general population feel good. I think a little more compliance with see and be seen and a whole lot less political pontifications are in order.

Steve Uslan, President
United States Pilots Association

USPA EMAIL NEWSLETTER HUDSON RIVER: ROUND 2

Today's Aviation e-brief cites the fact that the FAA has convened a panel to see if further regulation is necessary for aircraft flying down or into the Hudson River corridor under VFR conditions. This begs the question: Should not the FAA convene a similar panel each time there is an accident in uncontrolled airspace? The fact remains: See and be seen. Communicate as required. Know your checkpoints (the Intrepid Museum, the Holland Tunnel Air Vents, and, of course, the George Washington Bridge). Stay to the right of the center of the river. And, if necessary, use your strobes and landing lights. Again, the most important thing is to communicate. Listen to what others are saying on the radio. Use your situational awareness. Know where the other guy is. Flying in this area is no different than coming in to an uncontrolled airport serving a free breakfast. Know there will be many others flying in and call your intentions on the open frequency.

Steve Uslan, President
United States Pilots Association

FAA maintains standard instrument currency requirements

By AOPA ePublishing staff

Instrument-rated pilots won't need to perform more tasks to maintain their currency. In [its final rule of an overhaul of FAR Part 61, 91, and 141](#), the FAA decided to maintain the existing instrument currency requirements. The FAA also extended the duration of student pilot certificates and changed the definition of cross-country.

AOPA Top Stories

- [Charity flight modified in wake of tragic loss](#)
- [Lake County sheriff's department receives new EC120 helicopter](#)
- [Approval revoked for French Valley power plant](#)
- [FlightSafety's Astar FTD qualified to Level 7](#)
- [Sale of Eclipse approved by bankruptcy court](#)
- [Court rejects N.J. town's airport property grab](#)

In 2007, the agency had proposed to add requirements that would have dramatically increased the amount of time and, consequently, cost required to stay instrument current. It would have required pilots to perform precision and

nonprecision approaches; fly a missed approach; hold at a "radio station," intersection, or waypoint; and conduct a one-hour cross-country flight, in addition to the current requirements.

AOPA had filed comments opposing changes to the instrument currency requirements.

"The FAA made the right decision in upholding the current instrument currency standards," said Robert Hackman, AOPA senior director of regulatory affairs. "The time and cost burden of the proposed changes would have outweighed any marginal safety benefit, which the FAA did not show would exist even with the additional requirements."

Under the new rule, pilots may choose to complete the instrument currency requirements in an aircraft and/or through use of a flight simulator, flight training device, or aviation training device.

The FAA also changed the duration of student pilot certificates to match the duration of a third-class medical certificate. For student pilots under 40, their student certificate will now be valid for 60 calendar months, the same as their third-class medical. For those over 40, the student certificate will remain valid for 24 calendar months as it is now; this time frame already coincides with the 24-calendar-month limit of a third-class medical certificate for those over 40.

"While many student pilots do not realize there is a difference between their student pilot certificate and medical certificate because they are often issued on the same piece of paper, this will help prevent them from needing to get a new student certificate if they are in training for more than two years," said Hackman.

Another change to the regulations that should be of interest to pilots is the change in the definition of "cross country" listed in the aeronautical experience regulations. The FAA changed the definition in these regulations from "at least 50 nautical miles" to "more than 50 nautical miles." While this change may seem minor, one mile can make a big difference, according to Hackman.

"For many pilots, the cross country flight to an airport is not a choice between an airport that is 50 nm or 51 nm away," Bell said. "The choice is between an airport that is 50, 75, or 100 miles from the departure airport. These extra miles directly translate into additional costs for the pilot and provide no additional training benefit, as the skills required to fly 50 miles are the same needed to fly 75 miles."

The changes to FAR Part 61, 91, and 141 go into effect in 60 days.

August 20, 2009

USPA EMAIL NEWSLETTER **THEATRICAL GOVERNMENT**

This story was told to me by Don Smith, President of the Texas Pilots Association. I know Don did not make this up.

It seems that last weekend on one of the Sunday talk shows on TV, Don heard an interview between the head of Transportation Security and the moderator. A question was asked as to why so much attention was being paid to General Aviation airport security. Essentially the answer was that this is a form of "theatrical security" put into place to make the public believe the government is really working hard to convince the non-aviating public of its concern for their safety. The idiot who said this and the former Governor of Arizona, now head of Homeland Security, should be fired and the entire GA program disbanded. If I want theater I can go see a Shakespeare play.

You just can't make this stuff up.

Steve Uslan, President
United States Pilots Association

USPA EMAIL NEWSLETTER **BE A PART OF HISTORY**

This past Thursday night I attended the monthly meeting of The Texas Pilots Association in Denton, TX. Their guest speaker was Michael Combs, a newly licensed Light Sport Pilot who is embarking on a lifelong dream to fly in one of the most inspiring endeavors in history. He intends to fly to all 50 states and set several world records in the process. He previously recovered from a serious life threatening illness, and has titled his mission as "The Flight For The Human Spirit."

Take off is scheduled for April 4, 2010. His aircraft has been custom built by Remos. Headsets have been donated by Bose. His flight instruction, etc. has been donated by U.S. Flight Academy of Denton. USPA is assisting in the venture by providing a pickup truck to follow the aircraft on its journey. We need either a flat bed or box trailer to be furnished to be towed behind the pickup, carrying parts, tires, and even the aircraft when it

moves from the contiguous United States through Canada to Alaska where it will be flown from point of entry to Anchorage.

Michael intends to complete this odyssey in forty days, weather permitting, and that includes trans shipment to Hawaii and return. The plane will eventually be given to the Smithsonian Museum to be enshrined there forever. If you can help, please contact Steve Uslan at steveuslan@yahoo.com or 432-556-0120. All sponsors names will be included at the Smithsonian exhibit. Be a part of Aviation History. Follow the project on Facebook, Twitter, You Tube and www.FlightHS.com. You can also contact Michael at dream@FlightHS.com.

Steve Uslan, President
United States Pilots Association

Opinion: TSA is overreaching **with airport ID rules**

James Fallows takes a closer look at how new TSA regulations have hampered efforts to re-create Amelia Earhart's final flight. Restoring a vintage Lockheed Electra to follow Earhart's route around the globe required a host of mechanics and suppliers to visit the tiny airport in Santa Maria, Calif., where the plane was located. "Putting every one of them through Federal security checks and certifying them for permanent airport ID cards ... was bringing the project to a halt," Fallows writes. Though credentialed workers from the San Diego Air and Space Museum have stepped in to save the project, Fallows says the incident shows overreaching by the TSA. "Most of the nation's 4,000-plus small airfields have historically been very casual, low-formality, open operations, policed mainly and effectively by their community of users," he writes. [The Atlantic Monthly](#) (8/2009)

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