



## Cherokee Notches

By Seán G. Dwyer

Special Airworthiness Information Bulletins tend to get the hearts of airplane owners beating rapidly, but they are not all bad news. SAIB No. ACE-97-02 provided locations aft of datum for each notch on a Cherokee's seat rail, useful information for any owner on the fleshy side of 200 lbs.

Cherokee Notches is a spreadsheet program for an iPad using the Numbers app, or Excel on a computer. By assuming that the left front seat is in the mid position (5th notch) and the right front seat is at the aft-most notch (9th notch), it helps maximize the fuel load without going forward of the Cherokee's c.g. limit. Although the handbook's front seat location is at 85.5" aft of datum, it can vary from 80.5" to 90.5". The arm moves aft 1.25" for each of the 9 notches.

The program is simple. Enter data for the flight into the 6 red boxes (B2-B7), and the program spits out either "Weight is OK!" or "Over Max Weight" in Cell C9. Where balance is concerned, Cell C10 says either "CG is OK" or "Unsafe CG". The formulas are shown below.

Enter cells in column A as shown. B8 is the empty weight for N4500R. Cell B9 provides the gross weight by converting quarts and gallons to pounds and summing the weights in Cells B2-B8.

$$\text{i.e. } B9 = 1.875 * B2 + B3 + B4 + B5 + 6 * B6 + B7 + B8$$

Because the forward c.g. limit (B13) changes with gross weight in three steps, it is calculated by adding the three possible solutions B10-12. Two will always equal zero.

$$B10 = \text{IF}(B9 > 1850, (85.01 + 0.01666 * (B9 - 1850)), 0)$$

$$B11 = \text{IF}(\text{AND}(B9 > 1650, B9 < 1851), 84 + 0.00505 * (B9 - 1650), 0)$$

$$B12 = \text{IF}(B9 < 1651, 84, 0) \quad B13 = \text{SUM}(B10:B12)$$

	A	B	C	D
1	Cherokee Notches © Sean Dwyer 2013	INPUT	Arm (inches)	Moment (inches lbs)
2	Quarts of Oil?	7	32.50	426.56
3	Wgt in left front seat?	215	85.50	18,382.50
4	Wgt in right front seat?	207	90.50	18,733.50
5	Wgt in back seats?	0	117.00	0.00
6	Gallons of fuel?	36	95.00	20,520.00
7	Wgt in baggage?	0	125.00	0.00
8	Empty weight=	1282.4	85.01	109,016.82
9	Gross weight=	1933.5	<b>Weight is OK!</b>	167,079.39
10	The forward cg limit	86.40	<b>CG is OK</b>	
11	is the sum of these	0.00		
12	three numbers	0.00	Actual cg=	86.41
13	Forward cg limit =	86.40	Aft cg limit=	94.00

Cell C9 communicates status of weight in English:  
C9 = IF(B9 < 2150.5, "Weight is OK!", "Over Max Wgt!")

Cell C10 does likewise for Balance:  
C10 = IF(AND(D9/B9 > B13, D9/B9 < D13), "CG ok", "Unsafe CG")

Moments in column D are calculated by multiplying Column B (weights) by Column C (arms), while converting quarts and gallons to lbs in cells D2 and D6. Total Moment is D9.

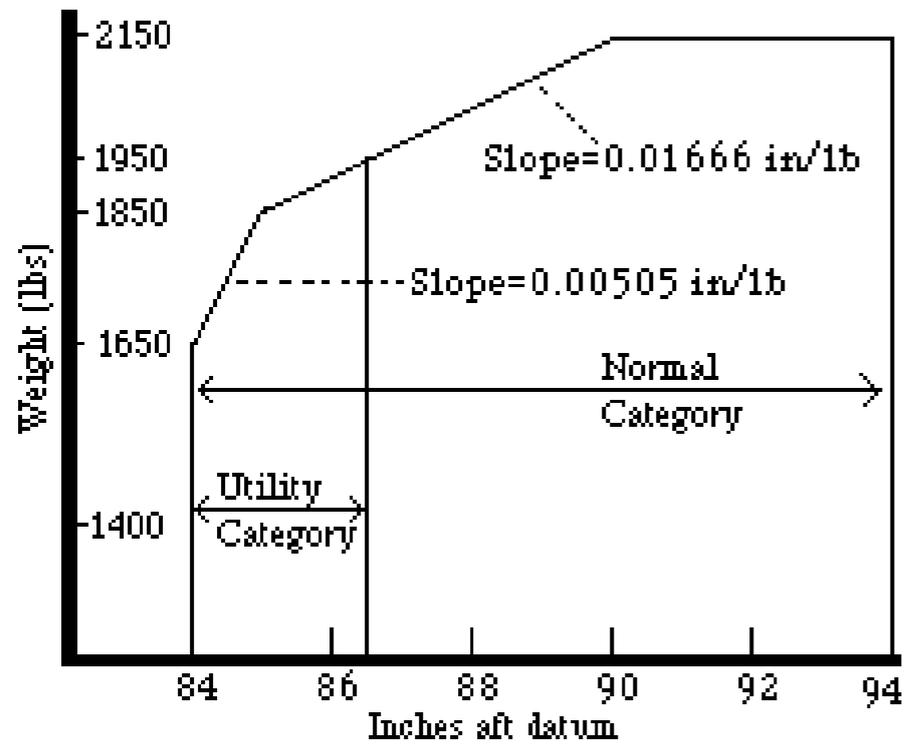
$$\begin{aligned} D2 &= 1.875 * B2 * C2 & D5 &= B5 * C5 & D8 &= B8 * C8 \\ D3 &= B3 * C3 & D6 &= 6 * B6 * C6 & D9 &= \text{SUM}(D2:D8) \\ D4 &= B4 * C4 & D7 &= B7 * C7 & D12 &= D9 / B9 \end{aligned}$$

**Continued**



## Cherokee Notches

Cell D13 has the Aft cg limit, which is always 94.0.



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# President's Corner



As I write this, it is the very beginning of July and I think I am finally settled down from our Fly-in/ Drive-in Pancake Breakfast from a few weeks ago. We had a huge turnout on Saturday of cars, airplanes, and people. It was probably the largest turnout that we have had since Wings & Wheels in 2005 & 2006



Another example of initiative is when Scott Gronland volunteered to take over mowing the lawn. This may seem minor, but who was going to do it when Phil took over as editor? We could try to coordinate different people to come in and do it once a week as we had in previous years, but that was a pain and it always involved the same small group of people who do everything else. No matter how big or small, we need to continue to get new people involved with the workings of the chapter.

It looks like this is year will be the year of improvements to our building. We are planning on replacing the old, inefficient furnaces above the classroom and observation area. The front gate is in need of replacement. We are getting quotes for replacement as well as a potentially easier gate system. The landscaping is also reaching a point of needing some attention. We are gathering quotes on replacing what we have with an easier to maintain layout. Finally, we will be hiring a crew to paint the classroom, observation area, and front lobby. All of this will cost money, but our foundation fund has done well recently and we should make good use of it. Of course, we want to spend a responsible amount of money so that the fund will continue to remain strong for future generations.

For the meeting this month, we will welcome Greg Koentopp from the Department of Homeland Security. See you there.

Eric Wolf, EAA Chapter 838 President

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(although that was really a different event).

It was a very busy day for me between helping with setup, flying Young Eagles, and giving an interview at WRJN radio.

We had around 200 show cars and dozens of airplanes show up. A long line for food started shortly after the 7:00 and didn't stop until close to noon. Sunday was a slower day in all respects, but the weather was good and the traffic was steady.

Part of the reason for the large crowd was the good weather, but much of the credit needs to go to the car show that Al Downs organized. The advertising that he orchestrated was also a big factor. This is an example of initiative that makes this chapter tick and it is something that we could use more of.



Racine EAA Chapter 838

# Events

Meetings  
Third Thursday's 7:00 pm  
Social 6:30 pm

July 2013  
Volume XXIV Issue 7  
[www.Eaa838.Org](http://www.Eaa838.Org)

## WINGS AND WHEELS



### Airplane and Car Show **FREE ADMISSION**

Kenosha Regional Airport

**Saturday, July 6, 2013**

Pancake Breakfast 8am-11am

Lunch 10am-2pm

Car Show 9am-4pm

All types of Airplanes will be on display including  
World War II Warbirds all day.  
Helicopter rides for a fee

Fly-In Sponsored by EAA Chapter 217  
Midwestern Helicopter  
Kenosha Pilot Association  
AVP-Kenosha Aviation  
Lakeshore Helicopter

Car Show Sponsored by  
The Vintage Auto Group  
The Midwest Street Machine Association of Kenosha

Digital Media Imaging  
[www.wingsandwheelsofkenosha.org](http://www.wingsandwheelsofkenosha.org)





# Supported Programs

## Young Aviators

### 2013 Student Selection Process

By Sean Dwyer

In a selection process that considered grades, extracurricular activities, age, and interviews, four girls and eight boys were selected from among the 27 applicants for this year's Young Aviators program which runs from August 5 - 9 in the EAA 838 Chapter house. This is the 7th year of the program in which kids experience a mixture of flying, simulating, and fabricating, plus classes in which they learn about the basic sciences, technologies, engineering, and math used to design, fly, and navigate airplanes safely.

The logistics of scheduling 3 planes, 2 simulators, and a plethora of CFIs and classroom instructors limits the program to just 12 students per year, which is a pity, as the students get an introduction to STEM unlike anything they will experience elsewhere.

Because the listed "tuition" of \$795 actually covers only about 1/3rd of the cost of each student, all of the students receive scholarships and some are covered fully. This is made possible by generous contributions from the community. The availability of the EAA 838 facility and volunteers for the program is especially valuable. Although a separate corporation from EAA 838 for liability and regulatory reasons, the Young Aviators Inc. program directly relates the mission of Chapter 838, which is education. Three other ongoing youth programs in the EAA 838 facility (Young Eagles, Aviation Explorer Club, and Aviation Explorer Post 218) use many of the same volunteers and have begun to cross-feed students between the four programs.

This years students are: Emma Anderson, Olivia Borglin, Max Cruz, Tony Fumo, Nick Ignasiak, Kyler Krenzke, Matthew Monfeli, Grant Pitts, Ben Sellers, Sara Toniolo, Daniel

Yun, Annie Zlevor.

## Explorer Post 218

### Chapter 838 Young Eagles Pancake Breakfast

By Ryan Mevis

To all Explopers young and old,

On the weekend of June 8th through the 9th, the Chapter along with several volunteers, from pilots to myself and others that are a part of the Aviation Explorers youth, were given the privilege to host a Young Eagles Pancake breakfast. As far as seeking knowledge for aviation the young thrill seekers were given a front row seat.

They along with their parents got to experience what flying feels like, and what it really IS like. From highly realistic simulators, manned by Phil Fountain, Alex Clement, Tyler Waiss, Chrissy and Kinzie Kujawa and I, to the real life pilots flying them in their homebuilt planes, the doorway to fun with aviation was opened wide.

To top it all off, a classic car show and great breakfast (with amazing pancakes!) was provided. It was a large way for youth to meet knowledge also as Dr. Sean Dwyer taught classes of young eagles before their flights. Meeting newer and past explorers, for me, was a glimpse into the history and now the future that the Chapter has in store as exploration continues.

Thank you for all of the volunteers that made this possible and still are looking forward to Oshkosh!

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By Esther Pae

On June 13, 2013, the Explorer's Post enjoyed an evening filled with airplane identification in preparation for Oshkosh. We learned from Nick Fishers' PowerPoint and wonderful presentation. We learned about Cessnas, Pipers, Beechcrafts, RVs, and other types of aircrafts. He taught us easy ways and key points on how to identify specific types of planes. He explained the significance of the different number of windows, types of noses, types and number of wings, and other parts of the airplanes. Nick even came prepared with CDs with the PowerPoint on them, so we could review on our own time. It was a very fabulous presentation and a great way to learn about how to identify aircrafts.

## Young Eagles

By Tracy Miller

Our June Young Eagles Rally was the biggest we've had so far this year. We took off with 29 kids and landed with 29 Young Eagles. All had huge smiles on their faces, and we might have gained a couple of Explorers in the process. Tom Schuyler was back in the country and was able to join us, and Bob Gilbreath also joined us to fly kids for the first time this season. Jim Senft pitched in, and along with Jim H., Carl and Eric, we were able to get all of the kids up and flying before they got too restless.

July is looking to be a HUGE month, with a scout group and with many, many kids who were turned away this month because of a misprint in the local paper. So if the weather is good on July 13th, it is possible we could have as many as 50 kids wanting to fly; so calling all pilots, we will need you!

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# Supported Programs

## Aviation Explorer Club

### Club Schedule 2013

(All meeting are in EAA Chapter 838 Building except where noted below.)

- 12. Sept. 25 - 6:00 PM - Awards presentation and picnic
  - Speaker - Carolee Barnett - American Air Lines
  - Awards - Katie Clark and BSA representative, Brian O'Lena EAA
  - Picnic by Ken Sack, Kristian Niemiec and parents (time as needed)

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## Master CFI Renewal

By Phil Fountain

For those who may not know Matt McDaniel, a 838 Chapter member, we would like to congratulate him on the renewal of his Master CFI as stated below.

Matthew Pope Robbins "Matt" MC DANIEL, Master CFI (Renew: 1Jul13), Oak Creek WI, E-mail: Matt@ProgAviation.com

Matthew McDaniel, a 6-time Master and SAFE member, recently renewed his Master CFI accreditation. A Cirrus Platinum CSIP instructor, Matt owns Progressive Aviation Services (www.ProgAviation.com) at Milwaukee International Airport (MKE) where he specializes in recurrent training in customer-owned Cirrus aircraft. In addition, he serves as an A-320 series pilot with Virgin America Airlines. (Photo: MCFI Matt McDaniel of Oak Creek, WI)

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of Matthew McDaniel, the owner of Milwaukee's Progressive Aviation Services and resident of Oak Creek, Wisconsin. Recently, Matt's accreditation as a Master CFI (Certificated Flight Instructor) was renewed by Master Instructors LLC, the international accrediting authority for Master Instructor designations as well as the FAA-approved Master Instructor Program. He first earned this national professional accredi-

tation in 2003, has held it continuously since then, and is one of only 34 worldwide to earn the credential six (6) times.

To help put these achievements in their proper perspective, there are approximately 97,000 CFIs in the United States. Fewer than 800 of them have achieved that distinction thus far. The last 18 National Flight Instructors of the Year or National FAA Team Representatives of the Year were Master CFIs (see: <http://www.GeneralAviationAwards.org/>) while Matt is one of only 17 Wisconsin aviation educators who has earned this prestigious "Master" title.

In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review. The process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Designees are recognized as outstanding aviation educators for not only their excellence in teaching, but for their engagement in the continuous process of learning -- both their own, and their students'. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate.

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- 5. July 11 - 6:00 PM - Meet at RC Club field
  - RC demo and trainer
  - (Transportation by parents)
- 6. July 31 - Oshkosh - AIRVENTURE - Oshkosh (Details TBD)
- 7. August 7 - 6:00 PM - GROUND SCHOOL
  - Aviation charts, weather (phone, computer)
  - Ground school - plan cross country flight: KRAC to KBUU
  - 88C/KRAC - headings, time, altitude, fuel burn
- 8. Aug. 17 - 9:00 AM - CROSS COUNTRY FLIGHT
  - Fly simulator cross country
  - Fly cross country with Chapter 838 pilots
  - Debrief with pilot, compare actual flight with planned (RAIN DAY IS 24TH)
- 9. Aug. 28th - 5:00 PM - Trip to Cessna Maint. MKE (Transportation by parents.)
- 10. Sept. 11 - 6:00 PM
  - (Transportation by parents - drive to south ramp of Batten field off Golf Rd. for tour of maint. facilities and various aircraft in hangers)
- 11. Sept. 13 - Modine-Benstead Observatory
  - Time to be determined



## Human Sacrifice Called for in Oshkosh

By Seán G Dwyer

The time is near for aviation minded people to start loading their campers for the trek to EAA's AirVenture in Oshkosh. It runs from July 29 to August 4, but if you want a prime camping spot you need to bring your camper up days, even weeks, earlier. I often tell people that there are three big air shows in the world, Farnborough, Paris, and Oshkosh. The Farnborough Air Show in England is where you would go to buy a brace of Harriers to defend your desert kingdom, or restock your airline with new Boeings or Airbuses. You can do the same at the Paris Air Show, but that venue is also noted for spectacular crashes of really big planes. If you like the mayhem in the Indie 500, you just might freak out at the Paris Air Show. Oshkosh is different. It attracts the kind of people who would like to add wings to a rowboat, or build a plane that can fly around the world on a single tank of gas, or build a spaceship. They are now all "old hat" to AirVenture devotees.

Speaking of "old hat", Oshkosh is also like a Brigadoon of aviation. For those too young to remember it, Brigadoon was a mythical village in Scotland that would reappear one day every hundred years, and two modern American tourists out for a day's hunting blundered into it to find love, music, and medieval ways. Paul Harvey used that description to describe the Oshkosh Fly-In, because at the south end of the airport you could find a replica Sopwith Camel from WW1, while at the north end you could see fighters and bombers designed to fight WW3, with whole wings of WW2 airplanes parked to the west of them, plus of course the "Plastic Overcast", as the hoard of home-built Burt Rutan designs was referred to the year the late Gene Zabler convinced them to use Racine Airport as a gathering point before flying on to Oshkosh.

I recall attending one of Burt Rutan's tent talks many years ago with my son Malcolm when Burt said "General aviation

had better get its act together, because in 10 years time virtual reality on computers will be so good that there will be less need for general aviation". That prediction came back to me on the last day of the Young Aviator's Camp held in EAA Chapter 838's facility the week after Oshkosh. The kids had spent a week of daily flying, ground school, flight simulators, and visits to places like Delta Hawk and the S.C. Johnson Flight Center. On Friday, Phil Fountain felt they were ready to challenge the Grand Canyon on the flight simulator. Watching them fly the length of the canyon, sometimes so low that they could see their own shadow, provided one reason why so few kids show up for free Young Eagle flights. Technology provides too many distractions.

Burt Rutan's forums in Oshkosh are always so packed that one needs to attend the preceding forum to ensure a seat. When doing so one year I arrived at the Honda Pavilion in Forum Square just in time to hear the speaker yell out "What does it take to fly safely?"

"Human sacrifice!" thundered the audience in unison. The speaker was flight instructor and comedian, Rod Machado, who had primed the crowd to respond in this manner to his question. Puzzled expressions on the faces of late arrivals were something to behold.

If your Oshkosh experience has been limited to what you can see in a day trip, then you have missed much of what Oshkosh has to offer. Camping on the airport overnight will allow you to attend both the early morning forums and the Theatre in the Woods programs at night. There are so many to choose from that you will need to prioritize your schedule each day.

WW2 buffs can still get their fill listening to people like Chuck Yeager and Bud Anderson tell about their last mission together in that war, or Paul Tibbets talk about piloting Enola Gay to Hiroshima. That will not be true for much longer.

One year I counted 152 WW2 era aircraft flying over the airport in a span of about three minutes. That included wings of AT-6s and P-51s, plus bombers of many types. At the north end of the field, you can walk among these airplanes and take photographs to your heart's delight.

Home builders can spend days in the company of others who have completed their own versions of a particular design. Tips from these people can save weeks of frustration for a builder. There is no place on Earth with as many resources available for anybody who wants to build his own airplane.

Aside from the 10,000 airplanes that saturate OSH for the week, AirVenture also includes a lot of flying. Different types of aircraft are highlighted during the day, and the most spectacular part of the air show is the War Birds and the accompanying pyrotechnics. The respect paid to the military and fallen heroes is both instructive for kids and humbling for adults, the Missing Man Salute particularly so. It really gets to me.



Hey, will I see you at Oshkosh this year?

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## Conditions AMEs can issue: Detailed Requirements

May 31, 2013

By Warren Silberman

Hopefully you listened to my May 30 Pilot Protection Services webinar reviewing the new conditions for which your aviation medical examiner can issue a medical certificate in the office. Now I am going to give you some helpful details on what you need to bring with you when you go see your AME should you have one of these conditions.

**Arthritis:** You will need what in FAA-speak is called a "current status report." This is preferably a typewritten note from the physician who is treating your arthritis. The letter needs to state what joints are involved, whether you have any restricted movement in the joints, and if you have any other organ system involvement. I advise you to take this article with you when you see your treating doctor, so he or she knows the requirements. The letter should also include what medication(s) you are taking for the arthritis and whether you have had any side effects. And lastly, you need to provide the AME with the following lab results performed within the 90 days preceding the AME visit: complete blood count, liver function profile, and serum creatinine (a kidney function test).

**Asthma:** This condition also requires that your doctor provide a typewritten letter that describes your symptoms and whether you have been seen in the hospital or local emergency room with any attacks. The doctor also needs to list what medications you take and whether you are requiring any inhaler treatment to relieve shortness of breath or wheezing beyond your regular medication (this is called "rescue inhal-

er"). The FAA also wants the results of a pulmonary function test performed within the previous 90 days.

**Hypothyroidism** (low thyroid): This is a common condition. To even gain medical certification in the first place you must be what your physician calls "euthyroid." This means that your hormone levels need to be within normal range. You can neither be high nor low. Once again, you will need a typewritten letter from your treating doctor that comments on whether you currently have any effects seen in patients with this condition. You should not! The letter needs to list the medication you are taking. Lastly, you will need to present the results of a thyroid stimulating hormone level (TSH). This lab test demonstrates whether you are receiving enough thyroid replacement hormone.

For more expert advice and professional assistance with protecting your pilot and medical certificates all year round, visit AOPA Pilot Protection Services online.

Dr. Warren Silberman is the former manager of FAA Aerospace Medical Certification and a doctor of osteopathic medicine. A pilot since 1986, he is recognized nationally as an expert in aerospace/preventative medicine, and is a regular writer for AOPA's Pilot Protection Services program.

## Air Traffic Services Brief - National Park Overflights

### The Issue

In conjunction with the passage of the National Parks Air Tour Management Act of 2000, the FAA released a Notice of Proposed Rulemaking for the establishment of commercial

air tour management plans at national parks. The Act and subsequent regulations are targeted at commercial air tour operators. Thanks to AOPA's efforts on the National Park Overflights Working Group (NPOWG) the management plans will not impact general aviation.

### The Importance to our Members

Airspace access is one of the most important issues facing AOPA members. The controversy over noise generated by aircraft overflights of national parklands led to proposed rules that could have been unduly restrictive to general aviation, even though general aviation is not a significant source of noise over national parks. Without AOPA's vigilance, the rules could have threatened air safety and would have set a bad precedent for the FAA by ceding regulatory authority over aviation to other federal agencies.

### Background

In an attempt to address the controversy surrounding overflight regulations, the Secretaries of Transportation and Interior appointed a National Park Overflights Working Group (NPOWG) comprised of representatives of the aviation industry, air tour industry, environmental groups, and Native Americans. The NPOWG was charged with recommending a compromise park overflights rule. The group included AOPA's Senior Vice President for Government and Technical Affairs as the representative for general aviation.

The NPOWG successfully forged a compromise that formed a solid foundation for the FAA to develop an overflight rule, which addresses the needs of aviators, tour operators, and tourists who enjoy the national parks from the air and the ground. A proposal based on the work of the NPOWG was subsequently incorporated into the FAA's FY 2000 reauthorization legislation, AIR-21. On April 27, 2001, the



FAA in collaboration with the National Park Service, released its NPRM on National Parks Air Tour Management [requires Adobe Reader].

The NPRM proposes to codify the National Parks Air Tour Management Act and it mirrors the NPOWG recommendations with one exception. It includes a proposal for a 5,000-foot-agl triggering altitude to complete the definition of a "commercial air tour operation." This proposed triggering altitude conflicts with the 3,000-foot triggering altitude reached in the NPOWG. In the NPOWG AOPA advocated for a 2,000-foot triggering altitude to complete the definition. Our advocacy efforts were done in consideration of current guidelines that call for GA aircraft to overfly environmentally sensitive areas at 2,000 feet or more. After additional discussion within the working group, the Association compromised with an altitude of 3,000 feet. This altitude is in concert with VFR cruising altitudes as established by the Code of Federal Aviation Regulations 91.159, VFR cruising altitude or flight level.

### AOPA Position

AOPA believes that the NPOWG proposal provides a balanced and reasonable approach to allow air tours access to national parks while preserving the quiet and beauty of national parks for all visitors. The proposal requires that the FAA and the NPS work cooperatively and with public input to write Air Tour Management Plans for each park where air tours operate. The proposal does not apply to transient general aviation flights and will not apply to Alaska or Grand Canyon National Park. AOPA has submitted comments to the Air Tour Management Plan NPRM and continues to advocate for a 3,000 ft. AGL triggering altitude. (See AOPA's National Parks Air Tour Management NPRM comments.)

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## AOPA issues checklist: 'What To Do If Stopped by Law Enforcement'

Note: The following AOPA information was passed through the [NBAA-AvMgr] Air Mail system, thought you would be interested. Phil Fountain

June 20, 2013 by General Aviation News Staff 3 Comments

The Aircraft Owners and Pilots Association (AOPA) has notified the head of U.S. Customs and Border Protection (CBP) that general aviation pilots and their aircraft continue to be subjected to what appear to be random searches while federal officials have failed to respond to a four-month-old AOPA public records request for information about the searches.

In a letter to Acting Customs and Border Protection Commissioner Thomas S. Winkowski, AOPA General Counsel Ken Mead stated that AOPA has been contacted by nearly a dozen members who have been "detained for hours while their documentation, belongings and aircraft," were searched.

Those searches took place, Mead noted, "even though these flights originated and ended well within the borders of the United States."

"We cannot identify what authority is granted Customs and Border Protection to monitor general aviation activity within the borders of the United States," Mead wrote, "and we question the authority under which CBP is conducting this monitoring, stop and search activity."

AOPA also is now distributing a checklist offering guidance to pilots if they are stopped by law enforcement and a search is requested.

The checklist, designed to fit on a pilot's kneeboard, advises members of important questions to ask law enforcement and also the regulations regarding searches.

It was made available to AOPA members through a special

edition of the association's ePilot electronic newsletter. It is also available to all pilots at AOPA.org.

AOPA members have recently reported that their aircraft were searched without a warrant by CBP agents, who sometimes acted with local law enforcement. None of the cases have resulted in arrests or the confiscation of contraband.

Several AOPA members agreed to let AOPA file Freedom of Information Act (FOIA) requests for CBP records of their search incidents. The first of those requests was made on Feb. 12, 2013.

CBP failed to provide any records within the initial 20-day period required under FOIA. Instead, it has informed AOPA by phone that it will be at least six months before records will be made available.

The AOPA letter notes that local law enforcement agencies have been responsive to records requests, and that the U.S. Drug Enforcement Agency has partially replied to the records request.

The AOPA letter concludes: "If CBP does not respond to our request and produce the requested information and documents by July 20, 2013, this letter serves as notice that we will pursue such other remedies as are available at law and advise the appropriate Members of Congress and congressional committees of this matter and seek their intervention."

### What To Do If Stopped By Law Enforcement

Every situation is different and every person's personality in responding to law enforcement is different, so advice in handling a situation may vary. Still, a few general principles can apply to most situations and help any pilot be informed and prepared if approached by law enforcement on the ramp of an airport during a flight that is wholly conducted within the United States.

**Continued**



# Racine EAA Chapter 838

# AOPA

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

July 2013

Volume XXIV Issue 7

[www.Eaa838.Org](http://www.Eaa838.Org)

Always: Be courteous and respectful, remain calm. Answer questions truthfully and succinctly: do not volunteer information.

**Step 1:** Ask the law enforcement official in charge about the nature of his/her inspection of your certificates and your aircraft, including what are they intending to do, why, and under what authority.

**Step 2:** Request to see the credentials of all the officials who are present and try to record the names, phone numbers, badge numbers, and agencies of all of those officials.

**Step 3:** The law enforcement will most likely ask you for your pilot and aircraft documents.

Note: FAA Regulations 61.3(l) and 61.51(i) (1) states that a person must present their pilot certificate, medical certificate, logbook, or any other record required by Part 61 for inspection upon a reasonable request by the Administrator, NTSB, or any Federal, State, or local law enforcement officer. Also, 49 USC § 44103(d) allows for inspection of the aircraft registration certificate by a United States Government, State, or local law enforcement officer.

### Exercising Privileges of Private, Commercial, or ATP pilot certificates:

- Must have pilot certificate.
- Must have appropriate photo ID.
- Must have medical certificate.
- Does not have to have logbook in possession, but may be required to present logbook for inspection after receiving written request.

### Exercising Privileges of Sport Pilot certificate:

- Must have pilot certificate.

- Must have appropriate photo ID.
- Must have valid U.S. driver's license or medical certificate.
- Must have evidence of required authorized instructor endorsements.

### Exercising Privileges of Student Pilot certificate:

- Must have student pilot/medical certificate with appropriate endorsements.
- Must have appropriate photo ID.
- Must have logbook with appropriate endorsements.

Note: Law enforcement may ask for other documents than those specified under FARs. For example, existing guidance by CBP to law enforcement incorrectly suggests that pilots must present for inspection airworthiness certificate, weight and balance calculations, aircraft logbooks, etc. AOPA is working to correct this misinformation.

**Step 4:** Law enforcement may ask or state that they are going to inspect or search the aircraft and its contents visually, physically, or with dogs.

Make the following statements:

- “I do not consent to this search, but I will not interfere”.
- “If you disassemble any part of this aircraft, including inspection plates, you may be rendering this aircraft unairworthy”.

**Step 5:** If you are a member of the AOPA Pilot Protection Services, and it is during normal business hours, call 1-800-872-2672 to speak with a Legal Services Plan counselor.

**Step 6:** If possible, record the event with a camera. However, law enforcement officials may react negatively to being recorded in the conduct of their business and may object or advise that doing so is not allowed. Note the location of any security cameras on the airport ramp. Make detailed written notes during the event or as soon as practical. Identify any other persons

present who may be witnesses to the inspection and search.

**Step 7:** Check your emotional status! Are you able to continue your flight safely after such an ordeal?

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### **Which Prescriptions Are Acceptable by FAA**

[www.aopa.org/members/databases/medical/druglist.cfm](http://www.aopa.org/members/databases/medical/druglist.cfm)

**or**

<http://aviationmedicine.com/medications/index.cfm?fuseaction=displayMedications&contentID=26&navID=26>

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## NTSB / FAA / NBAA / TSA

### FAA Safety Team

#### New ADS-B Terminal Services Are Available Now (Central)

Notice Number: NOTC4824

#### Attention Pilots

#### New ADS-B Terminal Services Are Available Now

Pilots who use the terminal airspace listed below can now receive free traffic and weather information in the cockpit. To receive these services, aircraft must be equipped with an Automatic Dependent Surveillance - Broadcast (ADS-B) transmitter/receiver or transceiver and a cockpit display of traffic information (CDTI).

Service Volume Name	Airport ID
Abilene	ABI
Akron-Canton	CAK
Champaign	CMI
Dyess AFB	DYS
Evansville	EVV
Fayetteville-Springdale	XNA
Fort Smith	FSM
Green Bay	GRB
Kalamazoo	AZO
Lawton (Fort Sill AAF)	FSI
Madison	MSN
Moline	MLI
Oklahoma City	OKC
Peoria	PIA

Rockford	RFD
South Bend	SBN
Springfield	SPI
Terre Haute	HUF
Tinker AFB	TIK
Toledo	TOL

The new services include:

Flight Information Service - Broadcast (FIS-B), which provides pilots and flight crews with a cockpit display of aviation weather and aeronautical information via Universal Access Transceiver (UAT) equipment on 978 MHz. Note: FIS-B is not compatible with 1090ES avionics.

#### • The following FIS-B weather products are for advisory use only.

- o Aviation Routine Weather Reports (METARs).
- o Special Aviation Reports (SPECIs).
- o Terminal Area Forecasts (TAFs) and their amendments.
- o NEXRAD (regional and CONUS) precipitation maps.
- o Notice to Airmen (NOTAM) Distant and Flight Data Center.
- o Airmen's Meteorological Conditions (AIRMET).
- o Significant Meteorological Conditions (SIGMET) and Convective SIGMET.
- o Status of Special Use Airspace (SUA).
- o Temporary Flight Restrictions (TFRs).
- o Winds and Temperatures Aloft.
- o Pilot Reports (PIREPS).
- o TIS-B service status.

Traffic Information Service - Broadcast (TIS-B), which enhances a pilot's visual acquisition of other traffic on 978 UAT and 1090 MHz Extended Squitter (1090 ES).

- TIS-B is an advisory only service. Pilots must continue to exercise vigilance to "see and avoid" other aircraft in accordance with Title 14 of the Code of Federal Regulations Section 91.113b.

The following table lists which type of data link is required to receive TIS-B and FIS-B services:

If the aircraft is equipped with the following data link...	Then the pilot can receive the following services...
978 MHz Universal Access Transceiver ((UAT)	TIS-B and FIS-B
1090MHz Extended Squitter (1090 ES)	TIS-B

The FAA encourages users of TIS-B and FIS-B to report any irregularities observed while using the services. Reports should contain the following information:

1. Time of observation.
2. Location.
3. Type and identity of the aircraft.
4. Description of the condition observed.
5. Type of avionics system and software version used.



## Racine EAA Chapter 838

# NOTAMS

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

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You can report issues by contacting the nearest Air Traffic Control (ATC) facility, Flight Service Station (FSS) facility, or by submitting FAA Form 8740-5, Safety Improvement Report, available from FSSs, Flight Standards District Offices, or general aviation fixed-based operators.

When the service is not available, as result of a service volume network being out of service, the service condition will be NOTAMed as NOT AVBL.

EXAMPLE - !PHL PHL SVC TRAFFIC INFORMATION SERVICE BROADCAST NOT AVBL

Additional information about ADS-B services can be found in the Aeronautical Information Manual at the following link: [http://www.faa.gov/air\\_traffic/publications/ATpubs/AIM/Index.htm](http://www.faa.gov/air_traffic/publications/ATpubs/AIM/Index.htm)

For more information about the FAA's ADS-B program, visit [www.faa.gov/nextgen/adsb](http://www.faa.gov/nextgen/adsb).

### Comment Period Extended for Airman Certification Standards

Don't forget – the comment period for the Airman Certification Standards (ACS) documents closes July 8. The draft documents are available in Docket No FAA-2013-0316, which can be accessed at: <http://www.regulations.gov/#!docketDetail;D=FAA-2013-0316>. You can also try entering the Docket No. in the search menu when you go to [www.regulations.gov](http://www.regulations.gov).

The aim of the ACS documents is to provide a more integrated and systematic approach to airman certification testing and training. These documents specifically address knowledge and flight proficiency requirements for the private pilot certificate and instrument rating.

### FAA Puts Its Annual NextGen Update Just A Click Away

The 2013 edition of the NextGen Implementation Plan (NGIP) is out and ready to download. Published annually, the NGIP serves as the agency's primary outreach document for keeping stakeholders up to date on how NextGen is transforming the National Airspace System. This year, for the first time, the NGIP includes a chapter focused on the GA community.

The NGIP is also being made available for the first time exclusively in electronic formats: as an e-book and as a downloadable PDF. The move from print to online distribution follows cost saving trends in government and industry, and enables the inclusion of links to additional information on the NextGen website.

The plan covers the latest information for GA on Wide Area Augmentation System enabled approaches and the transition to Automatic Dependent Surveillance-Broadcast for tracking aircraft. Download the NGIP at: [www.faa.gov/nextgen/implementation/plan](http://www.faa.gov/nextgen/implementation/plan).

### NBAA

We are now between Memorial Day and the Fourth of July and I thought you all would appreciate some of the member comments from the NBAA AirMail system showing respect for those who were involved in D Day 69 years ago.

"My maternal grandfather fought in the Argonne in WWI and my paternal grandfather, who I never really knew, was in the Navy at Pearl Harbor. Two of my wife's uncles landed at Normandy. One survived and one didn't. Both of my wife's parents served in WWII. My mother in law was a Nurse in Italy and my father in law trained pilots in Texas.

When I was a young boy my grandfather took me to any, and every, WWI or WWII commemoration. One day when we were at home he handed me a poem and suggested that

that I read it. I read the poem, but I was too young then to understand it. However, in later years it became a very poignant piece for me. The poem he gave me was Flanders Field.

I carried the words of Flanders Field with me throughout my time in the military. While Flanders Field was inspired by those who fought in WWI it truly characterizes the thoughts of all who donned a uniform and put themselves in harm's way for our freedom and the freedom of others. More importantly, it speaks very poignantly to those who paid the ultimate price and those of us who have survived and are left behind to carry the torch. I hope y'all will enjoy this ..."

"In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.

We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders fields.

Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields."

**Name withheld.**

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# Racine EAA Chapter 838

# The People

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

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www.Eaa838.Org

## Welcome

### New Chapter Members

Bill Myers	June 2013
Bill Schalk	June 2013
Michael Ratchford	May 2013
Merritt Adams	Feb 2013
Michael Arts	Feb 2013

### EAA Chapter Distribution

Chapter 18	Milwaukee
Chapter 217	Kenosha
Chapter 414	Waukegan
Explorer Post 218	Racine
Steve Hedges	AOPA

## Monthly Meetings

Boards Meetings	Second Thursdays	7:00 pm
Chapter Meetings	Third Thursdays	
	Social	6:30 pm
	Meeting	7:00 pm
Shop Night	Every Monday	7:00 pm
Explorer Post 218	Second Thursdays	7:00 pm
	Fourth Thursdays	7:00 pm
Young Eagles	Second Saturday	9:00 am
	(March - November)	

## Upcoming Meetings & Speakers

Jul 18 <sup>th</sup>	Greg Koentopp	Dept. of Homeland Security
Aug 10 <sup>th</sup>	Saturday	<u>Chapter Picnic</u>
Sep 19 <sup>th</sup>		
Oct 12 <sup>th</sup>	Chapter Event	<u>Monopoly Night</u>
Oct 17 <sup>th</sup>	Rob Madson & Bill Coolbaugh	<u>Helicopter Flying</u>
Nov 21 <sup>st</sup>	Eric Whyte	<u>History of The AirVenture Cup Races</u>
Dec 6 <sup>th</sup>		<u>Christmas Party</u>
Jan 17 <sup>th</sup>		
Feb 21 <sup>st</sup>		
Mar 21 <sup>st</sup>		
Apr 17 <sup>th</sup>		
May 15 <sup>th</sup>		
Jun		

## Officers

President	Eric Wolf	262-989-9653
Vice President	Daryl Lueck	414-333-4228
Secretary	Tracy Miller	847-420-5098
Treasurer	Steve Jenkins	262-681-2491
Foundation	Steve Myers	262-681-2528

## Directors

Jim Hantschel	262-637-3376
Phillip Fountain	M 414-803-5357
Ken Sack	262-554-9714
Roy Stuart	262-884-0371
Jim Senft	262-758-2189
Tony LoCurto	262-412-0019

## Committee Chairpersons

Programs	Rick Goebel	M 262-886-4171
Monday Shop	Jerry Bovitz	262-639-8583
Librarian	Eddy Huffman	262-639-8301
Membership	Ken Sack	262-554-9714
Newsletter		
Publisher	Phil Fountain	M 414-803-5357
Young Eagles	Tracy Miller	847-420-5098
	Chapter Building	262-634-7575