

THE RITE FLYER

MARTIN AIRFIELD

OCCURRENCE INVESTIGATION

BY RAY CARVER

Coming Up ...

Meeting :

Monday , October 9th,
7:00 p.m. at Martin Field

Program: TBD

Board of Directors

Saturday October 7th at
7:00 p.m.

Next Meeting:

November 13, 2023, 7:00
p.m. at Martin Field.

Chapter Website:

chapters.eaa.org/ea604

2023 Officers

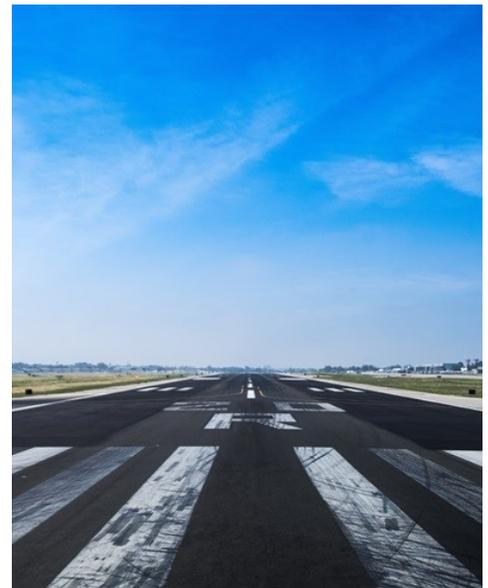
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You lined up on the runway at a towered airport following your full preflight inspection. As you applied full throttle, something didn't feel right.

Even though the instruments and gauges were within acceptable ranges, you decided to abort the takeoff out of an abundance of caution and advised ATC that you wanted to taxi back to the ramp. This was not an "incident," and certainly not an "accident," so you are shocked when you receive a letter from an FAA inspector a couple of weeks later stating that she is "investigating an occurrence."

If you find yourself the subject of an FAA occurrence investigation, it does not necessarily mean that you did anything wrong.

In Order 8020.11C, the FAA defines occurrence as an event, other than an accident or incident, that requires investigation by the Flight Standards Service for its potential impact on safety. This can include aborted takeoffs, turn-backs, or diversions for reasons other than weather. Furthermore, aborted takeoffs are often sub-



(Continued on page 2)

Calendar Items to share

Fridays	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
Oct	Not much going on this time of year.
Dec 11	Chapter 604 Holiday Dinner, 6:00 p.m. Martin Field



INVESTIGATION *continued*

ject to mandatory occurrence reports by ATC.

During these investigations, the FAA frequently requests documents similar to what would be requested during a ramp check. For example, they may request copies of logbooks, pilot certificates, and medical certificates. The FAA is entitled to see any of this documentation regardless of the circumstances. Although the FAA may not be investigating a pilot deviation, its inquiries often uncover unrelated issues such as expired medicals, lapsed currency, or overdue annual inspections.

If the occurrence was caused by a mechanical failure, the inspector will want to know if there were any indications of a problem before the flight, what happened during the occurrence, and what steps you took after the occurrence. As always, you should have a certificated A&P mechanic inspect the plane before returning it to service, and ensure that the inspection and any accompanying repairs are logged appropriately. If it's necessary to relocate the aircraft before the repairs are made, you should first obtain a special flight permit ("ferry permit"), which is done through the local FSDO.

As long as your certificates are valid, you possessed the necessary currency for the flight, and you were not aware before the flight of any mechanical issues that could affect the airworthiness of the aircraft, then the investigation should close quickly. If you have any concerns about the inspector's requests or your rights, call the AOPA Legal Services Plan at 1-800-872-2672.

Aircraft Camping at OSH, what to Bring?

The first thing you need is a good tent. Get one that is sturdy and light. It will likely be tested in a severe thunderstorm and you want your stuff to stay dry. Get one that sleeps more than 2 people, as you will want the extra room to keep your stuff organized.

Next, you want a couple of good air mattresses, with extra batteries for the inflators. Sleeping bags need to



be suitable for a little more than summer backyard camping, as it can get surprisingly cold overnight. Take a sweatshirt.

Chairs: you want ones that are lightweight and easy to carry, as you're

going to need them to watch the daily air shows, which are some distance (bus trip plus a mile or so of walking) from where you will be camping under the wing. We have some Cliq ones. They are a bit heavier than ideal, but fold up small and carry easily.

Good tie-downs, like the Claw. Remember the thunderstorms. They will have screw-in ones for sale as you arrive, but those aren't strong enough. A couple of pieces of plywood to put under the main gear so that the tires don't sink into the ground with the rain.

When you leave your tent remember to put all your belongings on top of your air mattress. In a very hard rain you will get water in your tent. At least your belongings will float and stay dry.

Something to keep your electronics charged up, like a large lithium auxiliary battery or two (20 amp-hours or so). There are public charging stations and people are pretty honest and don't steal your stuff, but having your own is much more convenient.

Bring a small cooler for fruits, veggies and water for traveling then you will buy more once you get there. Who doesn't love buying from the red barn!!

Plan to arrive either very early or later in the week. The place fills up quickly, and by Tuesday afternoon, you're likely to be turned away because camping is full, so either Sunday/Monday or after Wednesday.

There's lots more advice to be had, but those are the main points I can think of. You'll want at least 2 full days to get even a broad brush experience.

Minutes September 11, 2023

The meeting was called to order at 7:09 by President Jim Edwards. We had the introduction of guests with Dr. Sharlaine Ortiz visiting. She is interested in getting a Sports pilots license and is looking for information.

Scott Binder donated the tail section of an RV-9 for our use or sale. He is moving and cannot finish the project.

Susan C. provided information about AeroEducate. AeroEducate is a way for students, teachers, parents, and EAA chapters to interact with aviation in a whole new way. It is a free resource filled with age-based activities and clear pathways to aviation and aerospace industry careers where K-12 students can discover and ignite their curiosity in aviation.

Scholar Update: Klint has finished his first cross country. He currently has 30 hours completed. Elsie was not able to attend the meeting.

We discussed the concessions in the Pilot's lounge. We have noticed that Tarragon is no longer stocking the refrigerator with soda or water. We talked about proposing to Tarragon that the EAA Chapter could take over the concessions. Jim will talk to Dina and get back to us.

An Eagle Flight event is in the works for some time in October. Andrea has been organizing this in conjunction with the Flying Start program through EAA.

Projects: Charlie M. said he has the wings on and he is working on the engine and the exhaust system. Jim E. is working on a lock-down system for

Holiday Party is around the corner!

It is time to start thinking about the annual Holiday dinner we have in lieu of our December Meeting. Halloween is just around the corner and Thanksgiving follows on its heels. Start thinking about what you would like to bring to the dinner. A sign-up sheet will be available at our November meeting. This is always a great social event where we can get to know our aviation families better!

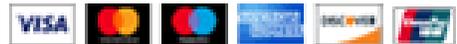
his landing gear. He has looked at several systems and is engineering one similar to those he has studied. Dave C. is installing a Continental IO-360 rated at 210 hp engine with a Hartzell 3 blade prop. He is installing an engine analyzer and aux. fuel tanks.

The meeting was adjourned for refreshments and the program

Respectfully Submitted
Don Gibbard, Secretary

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2023 REFRESHMENTS

JANUARY	Ray Bankes
FEBRUARY	The Chlarsons
MARCH	Matt Haris
APRIL	Jim Edwards
MAY	Andrea Moore
JUNE	Larry Moore
JULY	
AUGUST	Bill Herrington
SEPTEMBER	Don Gibbard
OCTOBER	Kris Kuykendall
NOVEMBER	Blaise Szallasi
DECEMBER	CHRISTMAS PARTY

EARTH X ANNOUNCES STC FOR 12V LITHIUM BATTERIES

EarthX, Inc has earned an FAA AML STC that will permit the installation of its FAA TSO'd 12V LiFePO4 battery in a wide variety of single-engine Cessna, Piper, Mooney aircraft, and the Aviat A-1.

“At EarthX, innovation is the core of our mission. We exemplify this commitment in the aviation industry by being the first company in the world to offer an FAA TSO-approved 12V lithium battery,” stated Kathy Nicoson, Sales Director, EarthX. “We are extremely proud of this accomplishment and are excited for a growing number of owners to benefit from all of the advanced features and capabilities the EarthX LiFePO4 replacement battery will bring to their aircraft.”

Benefits of the new generation EarthX LiFePO4 lithium battery include:

- Saves Weight: Over 23 pounds lighter than an equivalent lead acid battery
- Increased cranking power
- Longer battery life span: 6+ years
- Fully recharges in minutes rather than hours
- Ease of installation. Includes STC and installation kit with a battery management system that can alert you to anything outside the normal range. No more guessing how your battery is performing.

The FAA TSO'd 12V LiFePO4 12V battery and STC retail for \$699.00. The Cost of the installation kit varies by aircraft model. See the EarthX website for details. www.earthxbatteries.com

The single-engine (Textron) Cessna models included on the initial AML STC include the following:

- 120/140
- 150, 150A, B, and C
- P172D
- 175, 175A, B, and C
- 177, 177A, B, and 177RG
- 180, 180A through K
- 182, 182A through Q
- 185, 185A through F, and A185E



The single-engine Piper models included on the initial AML STC include the following:

- PA-28-140, 150, 151, 160, 161, 180, 181
- PA-28-201T
- PA-28-235, and -236
- PA-28R-180, -200, -201, and -201T
- PA-28RT-201 and -201T
- PA-28S-160, -180
- PA-12, -18, -20, -22, -24, and -32

The single-engine Mooney models included on the initial AML STC include the following:

M20E, F, J, and K

The single-engine Aviat included on the initial AML STC:

A-1

“EarthX, Inc. is passionate about battery improvement in the aviation market and has invested many years in an extensive R&D program followed by the in-depth FAA approval process,” Nicoson continued. “The end result is this AML STC, which will allow our lithium iron phosphate batteries to challenge the status quo and bring undeniable benefits to aircraft owners.”