

Smoke Signals

EAA Chapter 175 Newsletter

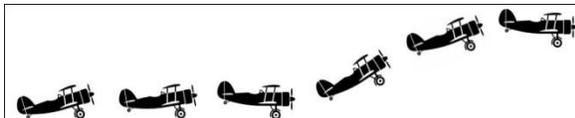


Newsletter for March, 2013

Next Meeting

Saturday
March 23, 2013
Breakfast @ 0800
Meeting@ 0900

Mini- meet! Rich Denton will pass out passes for SNF after our mini meeting on March 23 at approx 9:10am. to 9:30am.



President's Notes

Reminder:

Please Bring your Dues up to date!

\$24.00/Year

We'll accept at meeting. Please, we need everybody on board!

Hello everyone!

We have re-scheduled the second half of our Young Eagles flight for the 23rd, from 10-12, just after the meeting.

We had a wonderful turn out for our Young Eagles flight, with the Sea Cadets in force, and lots of non cadets also.

But we were swamped. Leon started flying at 8:15, and then the other pilots came to us. And we are grateful for what pilots we had!

We had 4 pilots, Art North, Joshua from the sheriffs dept, Dave Presnell and Leon. A total of 20 flights took place. We still have another 20 to fly. Dave and Joshua flew 5 each, Leon 9 and Art 1. Then the winds got too high and fast, so we had to call it off for safety to not only the passengers, but our pilots also. ADM is first. The flights ended at 11:20 am.

Our make up date is on the 23rd, just after our meeting. We will fly from 10-12. as we still have 20 kids to fly. I won't advertise for more kids, but some may hear of it and come anyway.

We definitely need more pilots. Please consider helping us out if you can.

Thanks to all who participated, and for more that will. It was wonderful to see the looks on the kids faces who were awed by their first flight, and the mom's taking pictures who were so happy, they were in tears. A joyous occasion all around.

Thank you!

Ginger Adelstone

MINUTES:
**EAA CHAPTER 175 MONTHLY MEETING
MINUTES**

DATE: February 23, 2013

LOCATION: EAA Chapter House, Tampa
Executive Airport (KVDF)

ATTENDANCE: 24

Business Meeting

The chapter meeting was called to order at 9 AM by our new President, Ginger Adelstone.

Old Business

Meeting Minutes: The meeting minutes from the last meeting were posted on the website and published in our monthly publication of Smoke Signals. A motion was made to accept the minutes as published, seconded, and unanimously approved

Treasurers Report. Don Miller, Treasurer, provided a verbal statement of the current banking balance and expenses. A motion was made to accept the treasure's report, seconded, and unanimously approved

New Business

Fundraiser to assist Young Eagles Expenses

Embroidered EAA 175 Polo and T-Shirt examples were provided to the membership to supplement costs of the upcoming Young Eagles Flights. Costs, colors, and style were discussed. There is an additional one time expense of \$30 for setup. The initial pricing had to be raised to cover shipping. It was decided, voted and approved by the membership to set the price for Polo shirt at \$15 and T-Shirts at \$11. Ginger will collect monies and make the initial order. More shirts can be ordered later if needed.

Sun and Fun Volunteer and Camping

Richard Denton provided information to Bud Yerly, to present to the membership, status on our upcoming volunteer activities at Sun'n Fun. We are still short of volunteers. We need an additional 20 persons to help in sandwich preparations. The sign- up sheet was passed around and 11 people signed up, but we still need more. We need more people for early camping and for assistance throughout

the show. The current calendar of activities is as follows.

March 30th: We will receive our credentials (passes) at the chapter house. After a short meeting, we need people to go to Sun-n-Fun to begin preparations on the kitchen. It should only take a few hours to complete the preparations. Please come and assist after you pick up your passes.

Friday, April 5th: First round of preparing approximately 700-800 sandwiches,

Saturday, April 6th: Prepare 1,000+ sandwiches until fly-in/Show

Show dates: April 9-14(Tuesday-Sunday) preparing up to 2,700 sandwiches per day.

Sunday, April 14th, Post show clean-up requires some volunteer participation.

Gordon noted that many events will be ongoing throughout the year at Sun-n-Fun. Today is the "Freedom Fest", car/show. Next Friday and Saturday "Florida Jets" show will demonstrate radio controlled jet aircraft, some costing as much as a real airplane.

Ginger noted that our next Young Eagle flights will be next Saturday, March 2nd

starting with a FREE breakfast, provided by National Aviation Academy and ourselves, at 9 AM, and flights commencing thereafter. WE NEED PLANES AND PILOTS. If you have an aircraft, please plan to meet at LEADING EDGE AVIATION next Saturday.

All new business being concluded a motion to adjourn was made, seconded and approved by the membership at 9:35 AM.

Program

Jeff Kaloostian introduced our guest speaker, Mr. Ed Page, a former federal prosecutor, pilot, owner of a Lake Amphibian, and defends pilots in FAA enforcements issues, and works with the AOPA legal system.

Ed jokingly stated that he "defends FAA speeding tickets". He helps pilots that get that dreaded call from the tower or FAA saying that they need to respond to an "infraction" or "incident" that was either detected by ATC, other pilots or the public. He stated Mondays are his busiest days with weekend fliers being tagged by ATC. What type of things? Everything from bird strikes, to runway and airspace incursions, TFR violations, reckless endangerment, and separation incidents. As a general word of advice to all pilots, try to avoid all FAA scrutiny by doing the right thing, take extra

margins of safety to avoid the dreaded call.

If you have been accused of an infraction, you will receive the “10 day letter”. It will be sent to the address on your pilot certificate. If you change your address, you have 30 days to notify the FAA. That must happen before you are sent the letter! If the letter is sent to an incorrect address, you have no way to defend yourself because you won't know about it until a judgment against you is rendered! You have 10 days to defend whatever was perceived as an infraction of FAA regulations. If an attorney, like Ed, becomes involved then that 10 day period could be extended up to 30 days but ONLY with the assistance of that attorney. You must respond, otherwise, judgment will be imposed without your defense. These judgments can be 30-60-90 day suspensions, or worse, revocation. It's going to be expensive if you don't utilize AOPA \$39 annual membership which will provide you with 10 hours of Ed's time for free.

If you have to go to a hearing, “Proposed Certification Action”, the FAA will present the case and the NTSB will negotiate and determine judgment. You want to resolve, settle, or negate the issue before the hearing if at all possible.

A way that you can protect yourself is filing a NASA form ARC 277B on “Self Reporting” if you think you have violated

any rule, and do it even if you receive a call and or letter from the FAA. The NASA report is most effective if you do it before FAA notification. One thing you must do in the explanation of the incident is BE BRIEF and DO NOT INDITE YOURSELF. The FAA will forgive you IF:

- The incident was unintentional
- AND inadvertent,
- AND non-criminal
- AND you have not had any violation within the past 5 years.
- AND it is filed within 10 days of the incident. If beyond 10 days, do it anyway. If you don't file this report, you are limiting the attorney's options to get it forgiven.

This can be a get out of jail card once every 5 years. The form is sent to NASA and they will send you back an acknowledgement. KEEP IT.

One interesting thing was noted at the end of Ed's program. Most pilots going the AME don't realize that they are “under investigation” when they get their medical.

You may want at some time to read the “Pilot's Bill of Rights” which can be accessed at the following website: <http://www.faa.gov/pilots/rights/>

Ed Page was given a certificate of appreciation from the chapter, presented by Jeff Kaloostian, our Vice President. His program concluded at 10:40 AM.

Respectfully Submitted by

Steve Reisser, Secretary

EAA 175

SEQUESTER:

February 28, 2013 - Barring a sudden display of bipartisanship in Washington, it is becoming apparent that implications of the federal budget sequestration will begin to occur on Friday. The aviation community, particularly those of us in general aviation, are bracing for whatever happens afterward.

EAA and other GA organizations received briefings from FAA, DOT, and Congress this week on where things stand. EAA has continued regular contacts with policymakers on all sides of this situation and emphasized that, above all, flight safety must remain the top priority when measuring sequestration's impact on aviation.

There are some things that the GA associations have learned in their continual discussions with those in government:

- **General aviation is absorbing a disproportionate percentage of the impact on the FAA's budget and services.** FAA and DOT made it clear that their mandate is to minimize the effect on the bulk of the air traveling public, that is, those who fly on airlines. GA will experience many, if sometimes gradual, cutbacks in services such as air traffic, weather

information, certification, and other operations.

- **We don't know the full, future impact of FAA's budget tightening.** The full weight of the cuts will not come on March 1. There will be a gradual reduction of services in the coming weeks. DOT Secretary LaHood described some of the effects [in a letter last week](#), but the impact would be more severe as time passes in both aviation and beyond, which may increase public pressure for a solution.
- **The GA community is aligned in its response.** EAA, AOPA, NBAA, GAMA, NATA, ICAS, HAI, and other groups continue to call for a solution to be forged by Congress and the administration. While aviation is our expertise and focus, the effects of the current budget situation will have dramatic overarching impacts in many areas of life beyond aviation.

The sequestration dilemma will hurt those who fly in varying degrees and in ways that may not be apparent for weeks to come. EAA's role is to keep members updated on the latest developments and use our contacts - on our own and in conjunction with others in the GA community - to emphasize to those in Washington the need to find solutions and, above all, maintain safety. That includes our working with the congressional GA caucuses, which have created a continual, open line of

communication between the aviation community and Congress.

While sequestration is in the national spotlight right now, other political matters such as President Obama's next budget proposal that includes GA user fees and continued financing of federal government operations also loom in the next few weeks. EAA and other aviation groups will continue to work to ensure that GA does not find itself harmed disproportionately.

Link From Gordo...

Re:Pan AM Clipper

(Note: First Commercial seaplane flight was from Davis Island, and Seaplane Basin & Seaplane Runways Tampa Bay remain as licensed seaplane base courtesy of Pan AM, which once flew these beauties into Tampa.)

http://www.youtube.com/watch_popup?v=Ms84Wfjwall&feature=pla%20yer

WHY WE FLY:

This is one reason some of us fly or flew. Introducing the next generations to flight. Cuteness factor is off the scale.

http://www.youtube.com/watch?v=w8JU-1ZrAg&feature=player_embedded

Best regards,

James Rhinehardt
Newsletter Editor/Webmaster



Sun 'n Fun Coordinator/Volunteer Chairman
Exec VP, Florida Gulf Coast Chapter
Silver Wings Fraternity

Lakeland

<http://sun-n-fun.org/FlyIn.aspx>

Upcoming Events

...Out and About

EAA

Mar [EAA](#) Bushnell, 64
30, [Chapter](#) FL, USA miles
2013 [1489](#)

[March](#)
[Breakfast](#)
[Fly-in](#)

Apr [Young](#) Jacksonville, 176
6, [Eagles Fly](#) FL, USA miles
2013 [Out](#)

Apr [Wings of](#) Keystone 142
6, [Dreams](#) Heights, FL, miles
2013 [Fly-In /](#) USA

[Cruise-In](#)
[Breakfast](#)

Apr [Aero](#) Port St 123
6, [Acres](#) Lucie, FL miles
2013 [Annual](#)

[Fly-In](#)

Apr [EAA 66](#) Cape Coral, 86
7, [Fly In-](#) FL, USA miles

2013 [Drive In](#)
[Breakfast,](#)
[Young](#)
[Eagles](#)
[Flights](#)

Apr [Timeless](#) New Smyrna 119
13, [Wings &](#) Beach, FL, miles
2013 [Wheels](#) USA

[Fly-in](#)
[Breakfast](#)

Apr [Valkaria](#) Valkaria, FL 111
20, [Airfest](#) miles
2013

May [EAA 66](#) Ft. Myers, 89
5, [Fly In-](#) FL, USA miles

2013 [Drive In](#)
[Breakfast,](#)
[Young](#)
[Eagles](#)
[Flights](#)

May [Young](#) Orlando, FL, 80
25, [Eagles](#) USA mil
2013 [flights](#)



AOPA

Cessna 162 slows to nearly a halt, prompting questions

By Jim Moore



In terms of registrations, Cessna's 162 is a hit, but sales of the two-seater have slowed significantly, and unsold aircraft appear to be piling up—at least on paper. Cessna Aircraft Co. shipped 168 Skycatchers in 2011, but only 19 in 2012, according to data from the General Aviation Manufacturers Association. According to FAA records (as of March 8), Cessna still owns 92 of the 276 Skycatchers registered to date, including two listed to the employee flying club, and 77 have not yet been issued an airworthiness certificate.

Few such certificates have been issued in recent months: a total of seven, nationwide, in 2013 to date, equal to the highest number shipped in any quarter of 2012. The company apparently stopped seeking certificates for its own 162s in July 2012, when eight were issued. In that same month, Cessna announced plans to certify the aircraft under the little-used primary category.

“The Skycatcher will be transitioned into the primary category, and will continue to meet the definition of a light-sport aircraft,” said Tracy Leopold, business leader for the Cessna 162, [at the time](#). “The owner operator can continue to operate the aircraft with a sport pilot license. This makes the

Skycatcher a more innovative aircraft for our customers.”

Cessna has not been issued an airworthiness certificate for any of its 162s since that announcement, and has opted to keep its own counsel: A spokesman who initially promised an interview with the executive in charge of the program (Leopold was not mentioned by name) recently requested a postponement of “3-4 months.”

Dan Johnson, who covers general aviation [in his blog](#), said he has had the same trouble trying to get answers from Cessna. Johnson is also chairman and president of the Light Aircraft Manufacturers Association, but spoke for this story on his own behalf as a longtime industry observer.

Rumors are circulating, in the [AOPA Forums](#) and elsewhere, and some, regarding weight and design changes, may be based on misinformation, or a misunderstanding of what Cessna announced last year (or not). The primary category, under Part 21, was created 20 years ago as an alternative route to certification for aircraft weighing less than 2,500 pounds, with engines limited to 200 horsepower—significantly higher than LSA limits. There is also a restriction in the primary category against operation for hire, with an exception for flight training.

Johnson said only two manufacturers ever certified aircraft under this category, and despite less cumbersome—and costly—testing and certification requirements, it may have been eschewed because of association with the recreational pilot certificate that was developed at the same time, and found few takers. Many in the marketplace, Johnson included, believed that primary category aircraft would be subject to recreational pilot limits, though private pilots (and those with more advanced

certificates) can fly them legally beyond those restrictions.

“Now, that seems perfectly reasonable,” Johnson said. “At the time, it didn’t necessarily look that way to any of us.”

Johnson said it’s an aircraft certification option that “Cessna may breathe new life into, now,” though it is unclear to him what Cessna actually intends. The move to the primary category was made after Skycatcher sales in Europe [halted in April 2012](#)—an announcement that originated from a French dealer that Cessna later confirmed. European regulators were not prepared to recognize the standards used for manufactured light sport aircraft, and moving the 162 into the primary category allowed a lower-cost certification that would, presumably, be reciprocated overseas.

“I think they did some good thinking,” Johnson said. “It might work out for them.”

Meanwhile, Cessna has not, as a corporation, put the aircraft on public display since EAA AirVenture 2012.

Johnson said it “blew me away” that Cessna had no corporate presence at AOPA Aviation Summit 2012 (a local dealer had a display). A local dealer also represented Cessna at the U.S. Sport Aviation Expo held in Sebring, Fla., in January, the largest show of the year dedicated to LSA models, a market in which Cessna is among the leaders, trailing only Flight Design in total registrations.

“I don’t really know what’s going on,” Johnson said.

It is impossible to tell from the data alone where in the world Cessna’s 77 Skycatchers still awaiting airworthiness certificates may

be. The airframes are [made in China](#) and finished in Kansas. There are 74 aircraft under Cessna's name that have no date of manufacture or powerplant installation listed in FAA records; without comment from Cessna, it is impossible to say what state of completion they may have reached.

Aviation analyst [Brian Foley](#) said even if Cessna has roughly 90 "white tails" sitting in Kansas (a term used for manufactured aircraft in inventory without a buyer), that's \$13.5 million in potential retail revenue—not even a blip on the company balance sheet.

"From my perspective the unsold inventory, in the scheme of things, is relatively insignificant from a dollar value standpoint," Foley wrote in an email, responding to questions about the 92 Cessna-owned 162s in Kansas (including the two employee flying club aircraft). "So yes, if confirmed 92 sounds like a lot of aircraft, but on Cessna's balance sheet you wouldn't be able to find the decimal point."

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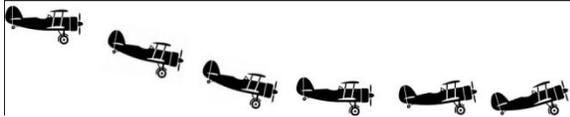
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Wordless Workshop



