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EAA Chapter 891 Newsletter for January 2020 *Volume 1-20*

Minutes from the December meeting

Date: *December 14, 2019*

Location: *The Lamp Post Inn*

In Attendance: *President John Lipari, Vice President John Massari, Secretary Dick Aaron, and Treasure: Joe Collura Members: Reid Bodine, Dick Deming, Mark Franek, Joe Glennon, Bob Hewitt, Jon Neumeister, Curt Pitzer, Henry Scherman, Dick Smith, Matt Smith, Lee Thomas, Bill Tiedeman, Henry Timkin, Paul Trotter, family, & friends.*

Call to Order: *The meeting was called to order at 2:43 PM*

Secretary's Report: *None*

Treasurer's Report: *None*

Old Business: *None*

New Business: *President Lipari made a motion to suspend all chapter business matters to the January meeting, the motion was seconded and duly passed. President Lipari then thank the members for their support of the chapter's activates, and then proceeded to present the annual chapter awards to members John Massari, Dick Aaron, Joe Collura, Bob Hewitt, and Dick Deming. After completing the presentations we proceeded with the introduction of the chapter's new officers. New president John Massari thanked everyone for coming and closed the meeting so everyone could enjoy the annual Christmas Party.*

Projects: *None*

The 50/50 Winner: *None*

The meeting adjourned at: *3:15 PM Merry Christmas*

This Month's Topics:

Happy New Year

Members Contact Information Update

At this time of year we need to update the chapter records with current information.
I ask each of you to review your contact information and if necessary to please update your data.
If you would prefer to not have your information published in the chapter's contact information sheet please so indicate.
If everything is the same and no changes are needed please just print your name and EAA membership number and so indicate by checking the box and returning the form to me and I will take care of the rest.

2020 Membership Renewal Form

My information is unchanged and no updates are needed: __
I wish not to have my information published in the chapter's contact information sheet. __
Name:
Address:
City:
State:
Zip:
Home Phone:
Cell Phone:
Work Phone:
E-mail 1:
E-mail 2:
EAA Membership #
Current Positions Held:

Dues

Ok you all heard this before, it's that time of year when the chapter's major bills become due! The Chapter's Annual EAA, New Jersey Corporation, and Insurance renewals all come due this time of year. This is the largest impact annually to the chapter treasury. As the board does all it can to retain the chapter dues as low as possible we ask your help in this effort by renewing your membership at this time if you have not already done so.
To those of you who have already taken care of this matter thank you.

The annual dues are $40.00 and can be presented at the meeting or forwarded to Treasure John Lipari please be sure to include your name and EAA membership number.

mail to: John Lipari
767 Milford Road
Dingmans Ferry, PA 18328

Bahamasair 737-500s Prohibited From US Airspace After Missing FAA Deadline For ADS-B

Will Horton Contributor Aerospace & Defense

A ten-year deadline was not enough time for Bahamasair to make the avionic upgrades necessary to use United States airspace after Jan 1, 2020. As a result, the flag carrier of the Bahamas cannot fly three of its four jet aircraft into US airspace and may not solve the problem until March.

The US Federal Aviation Administration mandated in 2010 that aircraft be equipped with hardware to use the FAA's more sophisticated satellite-based air traffic control management system, NextGen that replaces traditional ground radar technology. This step of the transition requires aircraft to have Automatic Dependent Surveillance-Broadcast Out (ADS-B) capability either at time of manufacture or retrofitted with a kit.

"The supplier was unable to provide the kit in time," Bahamasair Chairman Tommy Turnquest told the Bahamas' Eyewitness News. A backup plan to equip its three 737-500s did not materialize in time. "We have been trying to find an alternate supplier. Because the 737-500s are so old we've had a great difficulty in finding a supplier," Turnquest said.

"We've taken those three jets off of the South Florida and Orlando routes," Turnquest said of the 737-500s. Bahamasair only flies to Florida in the US. "We've put on the 737-700 and the ATRs on those routes into Miami, Fort Lauderdale, Orlando and West Palm Beach."

Bahamasair's sole 737-700 and five ATR turboprops are ADS-B equipped. "Those six planes are able to go to the USA," Turnquest said. The 737-500s flew US routes on January 1 but not January 2 when the ADS-B rule commenced, according to flight tracking site Flightradar24.

The ATRs have a smaller passenger capacity than the 737-500s Bahamasair cannot fly to the US. Bahamasair may have difficulty transporting passengers this weekend since it is the end of the New Year travel period, and the airline has an existing commitment with Club Med, Eyewitness News said, speculating Bahamasair may use wet-lease capacity from Miami Air. Travel demand is slower in January and February, and Bahamasair already planned for one of its 737-500s to be out of service while undergoing maintenance in Costa Rica.

Two of Bahamasair's 737-500s were manufactured in 1993 and the third in 1997, and all three flew with other airlines before arriving at Bahamasair between 2012 and 2014, according to Air Fleets. Southwest Airlines had operated a large 737-300/500 fleet but retired them by the end of 2017. Bahamasair's 737-700 NG was manufactured in 2003 and flew with other airlines before Bahamasair acquired it in 2018, when it expected to take two more 737NGs in 2019. It is unclear what happened to the plan, but last year's grounding of the 737 MAX increased demand and prices for 737 NGs, which are not part of the MAX grounding.

Turnquest did not comment if Bahamasair requested an exception from the FAA, which last March made provisions for aircraft without ADS-B to be authorized to use US airspace with just one hour's notice. Requests would be handled by air traffic control (ATC) on a case-by-case basis. "ATC might not be able to grant authorizations for a variety of reasons, including but not limited to workload, runway configurations, air traffic flows, and weather conditions," the agency said.

But the FAA warned "an exception…was designed to accommodate unforeseen or rare circumstances" and not be used for ongoing approval, which Bahamasair may need.

Turnquest said Bahamasair on January 2 received a quote from a new supplier to equip the three 737-500s with the ADS-B kit, each of which costs $195,000. "We should have it in about three weeks if we agree," he said, estimating Bahamasair may not have US airspace access for its entire fleet until March.

National Bahama flag and palm tree

There is some exasperation in the FAA's guideline for exceptions. "Operators have known for over eight years that authorization requests…will be handled on a case-by-case basis," the agency wrote. "Relying solely on an ATC authorization—which may not be granted—to operate a non-equipped aircraft in ADS-B Out airspace would put the operator's scheduled operations in jeopardy."

"The FAA will be very unlikely to issue routine and regular authorizations to scheduled operators seeking to operate non-equipped aircraft," the agency wrote. Yet by pre-empting potential disruptions there appears to be a larger short-term disruption by Bahamasair not flying its 737-500s to the US. Bahamasair and the FAA were not immediately available to comment.

The FAA's prohibition of aircraft not equipped with ADS-B does not reflect the FAA determining the aircraft or airline to be unsafe. Turnquest said the 737-500s being taken off US routes will instead fly intra-island services and flights to Cuba, Haiti and the Turks and Caicos Islands.

ADS-B equipage was expected to be more problematic with business jet operators, who even last year were unaware of the rule, postponed installation in hopes of securing cheaper services, or planned to sell their aircraft and wanted the new buyer to pay for the retrofit. One maintenance company said last October that 23% of the business jet fleet and 49% of general aviation turboprops were not equipped, while another company estimated 5,000 non-commercial aircraft would miss the January 1, 2020 deadline.

Spirit of St. Louis replica in OKC preparing for historic flight

By DALE DENWALT

Updated: Wed, January 1, 2020 1:17 AM

The replica Spirit of St. Louis 2 sits on a tarmac at night. Project leader and pilot Robert Ragozzino plans to finish construction in Oklahoma City and set out to replicate Charles Lindbergh's historic flight in 2021.

Robert Ragozzino's dream to replicate Charles Lindbergh's historic transatlantic flight has taken more than a decade to reach this point, with a nearly completed aircraft preparing for a test flight this spring.

He plans to fly the aircraft from New York to Paris next year, landing in time for the Paris Air Show. It would be the first solo nonstop flight of this aircraft since Lindbergh's famous flight in 1927.

Ragozzino rolled into Oklahoma City last month, towing the Spirit of St. Louis 2 on a flatbed trailer to its newest home at Wiley Post Airport. With help from Associated Aero, a structural repair and airframe modification shop with a hangar at the airport, Ragozzino will put the final touches on the Spirit 2.

"Now we're back in Oklahoma City, and we're using Associated Aero, which is an FAA-certified repair station. We're in the final process of prepping for flight tests," Ragozzino said.

He took over the project in 2007 and moved the work from Colorado to his hometown of Norman. Because of funding constraints, the project eventually moved to California, where the bulk of construction happened.

The aircraft that now resides at Wiley Post is a stunning replica of Lindbergh's custom-built plane, its silvery fabric skin accented by the sharp architecture designed by Ryan Airlines nearly a century ago.

Historic flights

Ragozzino has made history before. In 2000, he became the first person to fly solo around the world in an open-cockpit biplane, beating the speed record logged by a two-person team 76 years earlier.

He was later inducted into the Oklahoma Aviation and Space Hall of Fame.

That flight taught him about the kind of risks he's taking now. But unlike his earlier flight, he won't make any stops between New York and Europe. There won't be many places he can stop.

"That gives me a unique perspective on how to ensure a safe flight, yet it also gives me a unique perspective on the possibility of being lost at sea," he said.

The way he described that possibility was very matter-of-fact. It slipped with ease into a description of the few modern amenities Ragozzino will install, which includes a satellite communications system to transmit high-resolution video.

"It's been one of our goals from the beginning, but the equipment has become light and compact enough to hide it within the airplane," he said. "This also allows the footage to all be captured in case the airplane and pilot are lost. The story of the struggle of the Spirit will be captured regardless of the fate of the aircraft."

Flight test

The first flight of the Spirit 2 is scheduled for March. Ragozzino still isn't sure where his plane will first take to the air. It could be at Edwards Air Force Base in California or even from an Oklahoma airport.

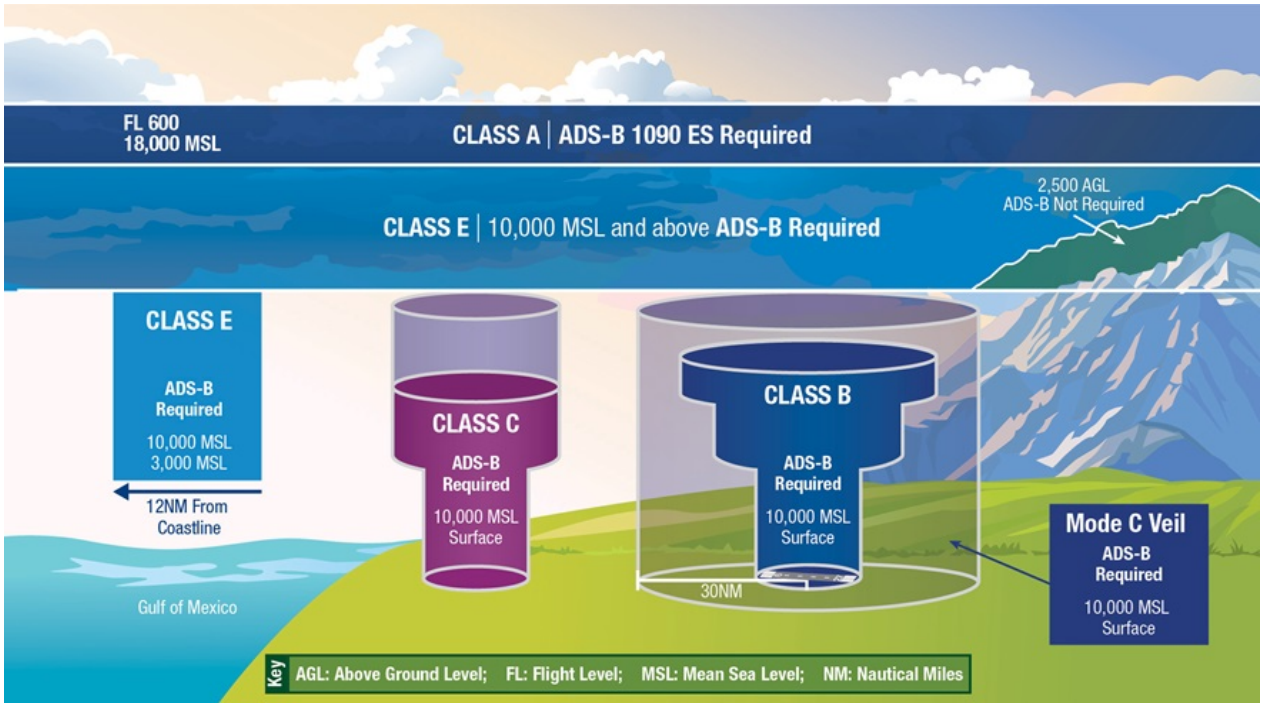
After the test flight to certify the aircraft as airworthy, it will take another 12 months of preparation and planning before Ragozzino sets off for Paris. He's timing the flight to coincide with the Paris Air Show, the world's largest air show and aerospace industry exhibition.

While other replicas have flown, his would be the only one capable of making the trip, which took Lindbergh 33 hours.

"The Spirit is the re-creation of the world's greatest and challenging aviation event. This story never ends," Ragozzino said.

EAA, FAA, FCC, NTSB, & AOPA News:

For aircraft not equipped with ADS-B Out, flying in certain U.S. airspace will change beginning at 0001 local on Thursday, January 2—which is when the FAA's long-discussed ADS-B Out mandate takes effect.



This is the airspace, defined by FAR 91.225, where ADS-B Out is required beginning at 0001 local Jan. 2. Operators of aircraft not equipped with ADS-B Out must obtain an authorization to access this airspace. Graphic courtesy of the FAA.

In the continental United States, the equipment will be required to operate in the ADS-B rule airspace defined by **FAR 91.225**, which encompasses:

Class A, B, and C airspace;

Class E airspace at or above 10,000 feet msl, excluding airspace at and below 2,500 feet agl;

Within 30 nautical miles of a Class B primary airport (the Mode C veil);

Above the ceiling and within the lateral boundaries of Class B or Class C airspace up to 10,000 feet;

Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nm of the U.S. coast.

Except for the airspace over the Gulf this is the same airspace where a transponder is required today. If you're not equipped with ADS-B Out, you're not necessarily shut out of the airspace—but you'll have some extra work to do.

*The FAA developed an automation capability to manage ATC authorization requests, the **ADS-B Deviation Authorization Preflight Tool** (ADAPT). The rules require that you request an airspace authorization from the FAA website at least one hour but not more than 24 hours in advance of your flight. Don't call the ATC facility to ask, and don't request access from a controller over the radio—the answer will be "no." Only if your ADS-B Out hardware fails in flight will controllers be able to issue an airspace authorization to an airborne aircraft, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security.*

An operational transponder is required, he added, and aircraft without engine-driven electrical systems that don't have transponders also are exempt from some of the ADS-B required airspace, but not all.

***ADAPT** went live on December 31. Pilots can familiarize themselves with it through a video the **FAA has posted online**. In addition, AOPA has produced a comprehensive **ADAPT Fact Sheet** that includes step-by-step instructions for completing the process.*

Fokker Dr.I

From Wikipedia, the free encyclopedia

The Fokker Dr.I (Dreidecker, "triplane" in German), often known simply as the Fokker Triplane, was a World War I fighter aircraft built by Fokker-Flugzeugwerke. The Dr.I saw widespread service in the spring of 1918. It became famous as the aircraft in which Manfred von Richthofen gained his last 19 victories, and in which he was killed on 21 April 1918.

Fokker V.4 prototype

*In February 1917, the Sopwith Triplane began to appear over the Western Front. Despite its single Vickers machine gun armament, the Sopwith swiftly proved itself superior to the more heavily armed Albatros fighters then in use by the Luftstreitkräfte. In April 1917, Anthony Fokker viewed a captured Sopwith Triplane while visiting Jasta 11. Upon his return to the Schwerin factory, Fokker instructed Reinhold Platz to build a triplane, but gave him no further information about the Sopwith design. Platz responded with the **V.4**, a small, rotary-powered triplane with a steel tube fuselage and thick cantilever wings, first developed during Fokker's government-mandated collaboration with Hugo Junkers. Initial tests revealed that the V.4 had unacceptably high control forces resulting from the use of unbalanced ailerons and elevators.*

*Instead of submitting the V.4 for a type test, Fokker produced a revised prototype designated **V.5**. The most notable changes were the introduction of horn-balanced ailerons and elevators, as well as longer-span wings. The V.5 also featured interplane struts, which were not necessary from a structural standpoint, but which minimized wing flexing. On 14 July 1917, Idflieg issued an order for 20 pre-production aircraft. The V.5 prototype, serial 101/17, was tested to destruction at Adlershof on 11 August 1917.*

*The first two pre-production triplanes were designated **F.I**, in accord with Idflieg's early class prefix for triplanes. These aircraft, serials 102/17 and 103/17, were the only machines to receive the F.I designation[10] and could be distinguished from subsequent aircraft by a slight convex curve of the tailplane's leading edge. The two aircraft were sent to Jastas 10 and 11 for combat evaluation, arriving at Markebeeke, Belgium on 28 August 1917.*

Richthofen first flew 102/17 on 1 September 1917 and shot down two enemy aircraft in the next two days. He reported to the Kogenluft (Kommandierender General der Luftstreitkräfte) that the F.I was superior to the Sopwith Triplane. Richthofen recommended that fighter squadrons be reequipped with the new aircraft as soon as possible. The combat evaluation came to an abrupt conclusion when Oberleutnant Kurt Wolff, Staffelführer of Jasta 11, was shot down in 102/17 on 15 September, and Leutnant Werner Voss, Staffelführer of Jasta 10, was killed in 103/17 on 23 September.

*The remaining pre-production aircraft, designated **Dr.I**, were delivered to Jasta 11. Idflieg issued a production order for 100 triplanes in September, followed by an order for 200 in November. Apart from the straight leading edge of the tailplane, these aircraft were almost identical to the F.I. The primary distinguishing feature was the addition of wingtip skids, which proved necessary because the aircraft was tricky to land and prone to ground looping. In October, Fokker began delivering the Dr.I to squadrons within Richthofen's Jagdgeschwader I.*

Compared with the Albatros and Pfalz fighters, the Dr.I offered exceptional maneuverability. Though the ailerons were not very effective, the rudder and elevator controls were light and powerful. Rapid turns, especially to the right, were facilitated by the triplane's marked directional instability. Vizefeldwebel Franz Hemer of Jasta 6 said, "The triplane was my favorite fighting machine because it had such wonderful flying qualities. I could let myself stunt – looping and rolling – and could avoid an enemy by diving with perfect safety. The triplane had to be given up because although it was very maneuverable, it was no longer fast enough.

ADS-B PRIVACY NOW AVAILABLE
FAA LAUNCHES PRIVACY ICAO ADDRESS PROGRAM

December 24, 2019By Mike Collins

The FAA's Privacy ICAO Address (PIA) program, ***announced in early November****, quietly went live Thursday, December 19. PIA allows aircraft operators to increase operational privacy by requesting an alternate, temporary ICAO aircraft address that is not associated with the aircraft owner in the Civil Aviation Registry.*

The FAA is allowing operators to sign up for its Privacy ICAO Address (PIA) program, which assigns a temporary ICAO aircraft address not linked to the aircraft owner. In 2020 the FAA will transition the program to private providers. Photo by David Tulis.

It allows U.S.-registered aircraft equipped with 1090 MHz Extended Squitter (Mode S transponder) ADS-B Out technology, using a third-party call sign, and flying in U.S. domestic airspace to opt out of real-time public ADS-B flight tracking. In this first phase the FAA will operate and maintain the service; during 2020 it will be transitioned to third-party service provider(s) who will assume operational responsibility.

Operators can register for PIA through ***the FAA's website****, built on top of the previous ADS-B rebate website. To participate, the aircraft must have an alternate flight identification issued by a third-party service provider. These are available from commercial providers that have security agreements with the FAA. The* ***website FltPlan.com*** *is one of the larger providers with its Dot Com (DCM) call sign, currently available only for jet and turboprop aircraft.*

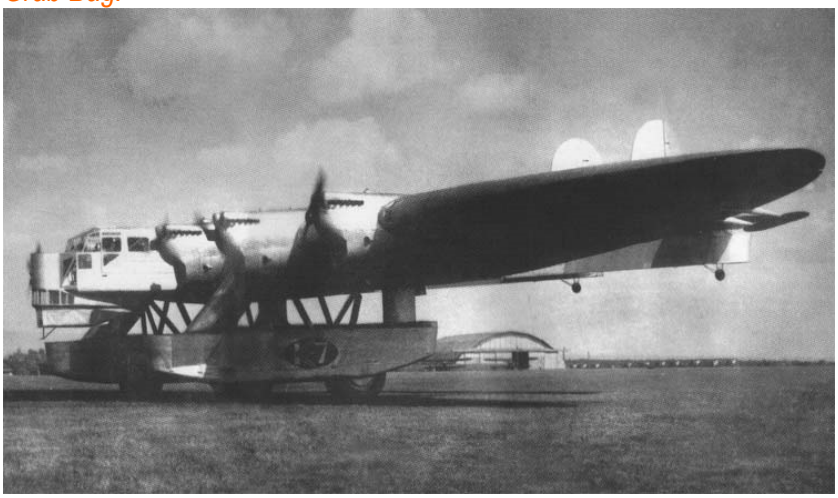
In addition, each PIA applicant must demonstrate that their transponder is performing correctly, before and after the FAA issues a PIA, by obtaining and submitting reports from the FAA's Public ADS-B Performance Monitor. These tests are required to safeguard the system from incorrect PIA installations, according to the ***FAA's PIA User Guide****.*

The National Business Aviation Association was a lead proponent for PIA, and NBAA has published ***helpful guidance online****.*

AOPA has long supported a ***privacy solution for 1090ES ADS-B*** *and has been* ***actively involved*** *with the FAA, NBAA, General Aviation Manufacturers Association, and others to reach this solution. "Privacy is a key issue for general aviation pilots and, as nearly 85 percent of aircraft owners are equipping with 1090-MHz ADS-B systems, it is important this effort move forward," said Rune Duke, senior director of airspace, air traffic, and aviation security. "Work must also continue on a long-term privacy solution for ADS-B and operator data."*

The PIA program is limited to domestic operations because other ICAO member states do not currently offer this capability, and aircraft equipped with 978 MHz Universal Access Transceiver (UAT) ADS-B avionics, including dual 1090/UAT-equipped aircraft, cannot participate, although they are able to continue using the UAT's anonymous mode if they are not on an IFR flight plan or receiving ATC services. Initial discussions are underway to expand the PIA program to include Canadian airspace.

Grab Bag:



Can you name this strange aircraft?

Built in Russia in the early 30 with eyes on war time and civil transportation. It was the largest plane built before jets entered service.

Next Business Meeting: 7:30 PM Thursday Enter January 9, 2019 @ the Elk's Club south end of the airport.

The lodge is accessible from the entrance off route 565.

Next Work Session: None Currently Scheduled

Calendar of events:
EAA Webinars Schedule

We've announced our January and February webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

January Webinars

AOG! Dealing With Breakdowns Away From Home **Wednesday, January 8 at 7 p.m. CST**
Presenter: Mike Busch | Qualifies for FAA WINGS and AMT credit. Register Now ››

Chapter Websites — A New Offering **Tuesday, January 14 at 7 p.m. CST**
Presenter: Charlie Becker Register Now ››

Transportation Security and You — What's New Since 9/11? **Wednesday, January 15 at 7 p.m. CST**
Presenter: Prof. H. Paul Shuch | Qualifies for FAA Wings credit. Register Now ››

Basic Aerodynamic Principles Demonstrated in Aerobatics **Tuesday, January 21 at 7 p.m. CST**
Presenter: Dagmar Kress | Qualifies for FAA WINGS credit. Register Now ››

EAA Proficiency365™ – Stay Active and Current Year-Round **Wednesday, January 22 at 7 p.m. CST**
Presenter: Radek Wyrzykowski | Qualifies for FAA WINGS credit. Register Now ››

Compression Testing Aircraft Engines and Maximizing Cylinder Life **Wednesday, January 29 at 7 p.m. CST**
Presenter: Bill Ross | Qualifies for FAA WINGS and AMT credit. Register Now ››

February Webinars

Bolted Joints in Tension **Wednesday, February 5 at 7 p.m. CST**
Presenter: Mike Busch | Qualifies for FAA WINGS and AMT credit. Register Now ››

Tips & Tricks for Recording In-Flight Videos **Tuesday, February 11 at 7 p.m. CST**
Presenter: Martin Pauly Register Now ››

Removing Winter Rust and Spin Avoidance **Wednesday, February 12 at 7 p.m. CST**
Presenter: Gordon Penner | Qualifies for FAA WINGS credit. Register Now ››

EAA Flying Start: A Great Way to Grow Your Chapter **Tuesday, February 18 at 7 p.m. CST**
Presenter: Serena Kamps Register Now ››

Vans RV Maintenance Common Questions **Wednesday, February 19 at 7 p.m. CST**
Presenter: Vic Syracuse | Qualifies for FAA WINGS and AMT credit. Register Now ››

Chapter Chat: Tax Exempt Basics **Tuesday, February 25 at 7 p.m. CST**
Presenter: Patti Arthur Register Now ››

Bang for the Buck: Affordable Aircraft Building **Wednesday, February 26 at 7 p.m. CST**
Presenter: Tim Hoverstein Register Now ››

2020 Chapter Officers
President: John Massari: jmassari@embarqmail.com
Vice President: Dick Aaron: raaron4u@yahoo.com
Treasurer: John Lipari: slick1@ptd.net
Secretary: John Lipari: slick1@ptd.net
And Appointments
Newsletter Editor: To Be Appointed
Web-page Editor: To Be Appointed
Multimedia Manager: To Be Appointed
Membership Chairman: To Be Appointed
Young Eagles Coordinator: To Be Appointed

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Visit us at http://www.eaa891.org

Kalinin K-7 was a heavy experimental aircraft designed and tested in the Soviet *Union in the early 1930s. It was of unusual configuration, with twin booms!*