

Experimental Aircraft Association

Chapter 891

The Sussex EAagles

EAA Chapter 891 Newsletter for May 2020

Volume 4-20

Minutes from the April meeting

Date: April 6, 2020

Location: Phone Conversation

***In Attendance: President John Massari, Vice President Dick Aaron,
Secretary/Treasure John Lipari,***

Call to Order: The meeting was called to order at 7:12 PM

Secretary's Report: The minutes of the March meeting were postponed

***Treasurer's Report: Treasurer Lipari reported on the chapter's finances
noting all activities and which bills were pending approval and provided
a copy of the latest bank statement balance and placed a copy of the
report in record.***

Old Business: No Report

***New Business: The board members are looking for ways to continue to
conduct chapter meetings and activities, we are currently looking at
ways to do virtual meeting until such time as normal meetings can be
continued.***

***In trying to plan for an upcoming events schedule a request was
made for places and events the members would be interested in attending.
Current places under consideration are Owl's Head, Eagles Mere, and the
Air Force Museums. Others suggested were Grimes, Kline Kill, the Udvar-
Hazy Center, and Kline Kill. Secretary Lipari is looking into these and would
be interested in any other suggestions you may have, as of earlier this
week the museums have not reopened and do not as yet have tentative
dates for their reopening, but he is working on things to do and places to
go.***

Secretary Lipari also advised the members that EAA National has changed web-site providers from Webs to Site Core and his work with headquarters on preparing the new web-site is continuing, he reports the new site is up and running and can be accessed by using the original link at www.eaa891.org

As you may have noticed a new newsletter design is completed and is being posted to the new web-site he ask members for their opinions as comments and suggestions were requested on the new designs.

Projects: No report

The 50/50 Winner: None

Meeting adjournment: The meeting adjourned at 7:42 PM

This Month's Topics:

Protecting GPS: Senators grill officials on Ligado network plan

May 7, 2020 By Dan Namowitz



***Sen. Jim Inhofe chairs a committee hearing about the Ligado Networks wireless network proposal on May 6.
Courtesy of the United States Senate Committee on Armed Service.***

The Federal Communications Commission's approval of a 5G wireless network that critics say could overpower GPS signals on adjacent frequencies came in for sharp scrutiny in a hearing held by the Senate Armed Services Committee May 6.

Sen. Jim Inhofe chairs a committee hearing about the Ligado Networks wireless network proposal on May 6. Courtesy of the United States Senate Committee on Armed Service.

Committee Chairman Sen. Jim Inhofe (R-Okla.) said his committee's focus was to spotlight the national security implications of the network proposal being advanced by Reston, Virginia-based Ligado Networks.

Ligado is proposing a terrestrial wireless network that would mostly support Internet of Things service as the successor of LightSquared, a venture that went bankrupt in 2012 while pursuing network approval in the face of strong resistance—especially from the aviation sector.

Senators on the committee pressed a panel of military and government expert witnesses on the procedures the FCC followed in approving the network license on April 20, how the license approval might be reconsidered, and what could happen to Ligado's bandwidth if the company opted to sell its place on the L-band to another service provider rather than develop the proposed network.

Several senators, citing their need to better grasp technical aspects of the issue, sought explanations of how the conflicts posed for GPS could be caused by both the power and the position on the electromagnetic spectrum of the Ligado transmissions. Dana Deasy, the chief information officer for the Department of Defense, likened the difficulty of receiving GPS signals that reach the ground from space at very low power while a wireless network operates on nearby frequencies to trying to pick out the rustling of leaves over the noise of jet engines.

The senators' concerns—including the possibility of intentional GPS interference by a military adversary of the United States—were a clear indication that the objections to Ligado raised by the Department of Defense, the National Defense Industrial Association, and a coalition of organizations including AOPA were registering with committee members.

The industry coalition—made up of airlines, aviation and science associations, engineers, scientists, and more—made their case in a letter to the committee's leadership, noting problem areas of the Ligado plan in national security, public safety, the economy, and regulatory matters.

"For these reasons and many more, we are strongly urging the FCC to stay and reconsider its decisions on Ligado," it said. More organizations were signing onto the letter even as the hearing proceeded.

AOPA has long opposed any network plan that could threaten GPS reception until technical issues are satisfactorily resolved.

"Experts note that the impacts caused by GPS interference as a result of the FCC decision would not only have negative impacts on our nation's military but also on millions of general aviation operations each year," said AOPA President Mark Baker in a statement issued in advance of the hearing. "Given the apparent safety and national security issues involved with this decision, we believe the FCC should immediately rescind this order until concerns are fully addressed and agreed upon by all parties involved."

A growing number of senators, who recently returned to Washington, D.C., are signing onto a letter of their own opposing the FCC decision, including several who did so after the hearing, said AOPA Senior Vice President of Government Affairs Jim Coon.

The bipartisan list (and one independent) of senators signing the letter had grown to 21, prompting Inhofe to extend the cutoff for signatures an extra week, Coon said.

Air Force will have answer on pilot cancers next year, study goes on despite COVID-19

By Tara Copp



WASHINGTON

The Air Force has finalized the terms of a groundbreaking study sought by former fighter pilots to determine whether military aviators are more likely to be diagnosed with cancer.

For more than a year, retired Air Force fighter pilots have pressed the service to look at the number of aviators who have either died from, or are fighting various types of cancers, and to look for potential causes.

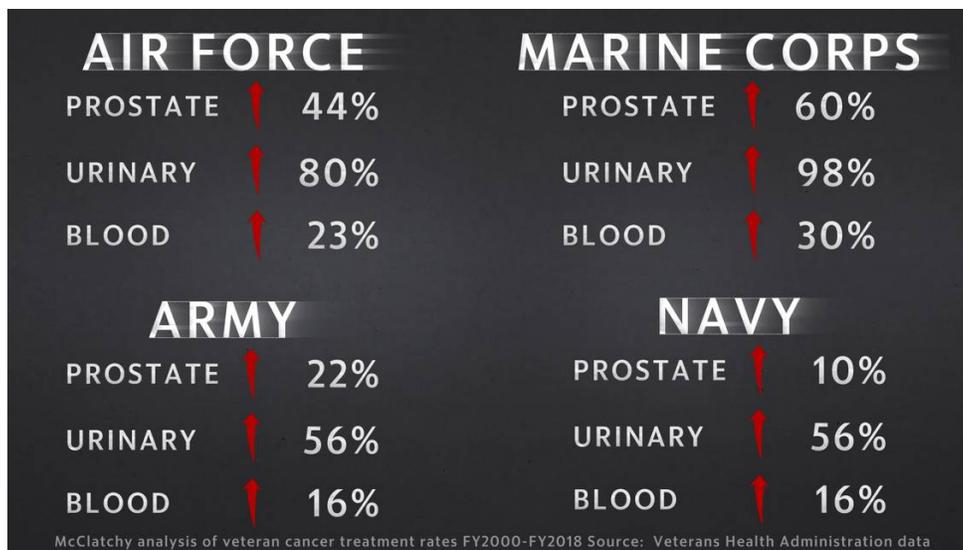
The Air Force late last year announced it would conduct a first-of-its-kind study of all cancers among its former pilots, a review that may be replicated by the Navy for its aviators depending on what the results reveal.

In October in its exclusive investigation, "Stricken" McClatchy reported that the rates of treatment at VA health care centers for many types of cancers rose sharply over the last two decades of war. Across all services, treatment rates for urinary cancers — which include bladder, urethra and kidney cancers — have jumped 61 percent from fiscal year 2000 to 2018. Prostate cancer treatment rates have risen 23 percent. McClatchy was also able to report treatment rate increases by service. The Marine Corps recorded the sharpest increase, with a 98 percent jump in urinary cancer treatments. Patrick Gleason/McClatchy

McClatchy obtained details on how this study would differ from earlier, more limited reviews of military aviator cancers that former fighter pilots have said missed the mark, because those studies did not include veterans.

"It's important to all of us that we get the ground truth on just what's going on," Air Force Chief of Staff Gen. David Goldfein said about the status of the study at a Pentagon briefing this week. Goldfein said the coronavirus pandemic had not changed the deadline for completing the study, which is expected to be released next year.

In the newly released details, the Air Force said it had finalized the design for the study and was committed to reviewing all of its pilots dating back to 1970, which would capture medical histories of pilots who flew earlier versions of military jets that carried more powerful radars in the cockpits.



Some of the pilots have suspected that cockpit radiation generated by those radars may be linked to their cancers.

The study will also compare former pilots' cancer rates to cancer rates among the general population. Previous military cancer studies had focused on internal comparisons between active duty personnel, such as comparing active duty ground crew to active duty pilots, and had not found higher rates.

Former fighter pilots have told McClatchy that focusing on active duty pilots has missed the mark, and did not capture cancers that surfaced after they left the military.

An investigation by McClatchy last year found that since fiscal year 2000, the rate of treatment for Air Force prostate cancers at Veterans Affairs health care facilities had increased 44 percent and urinary cancer treatment rates, to include kidney, bladder and urethra cancers, had increased 80 percent.

During last fall, a small group of former Air Force aviators from the Red River Valley Fighter Pilots Association, which represents about 3,700 veterans who flew all types of aircraft, worked behind the scenes with the Air Force surgeon general, Lt. Gen. Dorothy Hogg, to convince the service to look deeper into the issue.

"She listened to our concerns and acted on them," said retired F-15C pilot Col. John Reed. "We are exceptionally grateful for this effort spearheaded by Lt. Gen. Hogg and her staff of experts, and anxiously await their findings."

The expanded scope will also use multiple military medical databases, including the Defense Department's Automated Central Tumor Registry and Air Force Mortality Registry.

"The expansion of data used may allow for inclusion of cases not seen within the Military Health System and will not require case confirmation associated with lengthy and possibly confounding medical records review," the Air Force said in a statement.

Read more here: <https://www.mcclatchydc.com/news/nation-world/national/national-security/article242237781.html#storylink=cpy>

Swift Fuels Offers Future STCs For One-Time Fee

Kate O'Connor



Image: Swift Fuels

Unleaded aviation gasoline developer Swift Fuels has introduced a new program offering participants all future FAA avgas supplemental type certificates (STCs) issued to the company for a one-time fee. The “FOREVER” program covers the specific aircraft and piston engines registered by the owner. According to the company, it will notify FOREVER certificate holders when new STCs are approved by the FAA and provide specified placards, license rights and FAA-required forms for free.

“The FOREVER Avgas STC program will allow Swift Fuels to ‘illuminate the pathway to Fleet wide Approval’ for pilots as we rollout our 100-octane unleaded avgas to replace 100LL,” said Swift Fuels CEO Chris D’Acosta. “While there is no assurance that the FAA will grant such a certification to every aircraft, Swift Fuels is actively pursuing their FAA certification program for engines and airframes across the North American fleet—with expectations of replacing 100LL on a global scale within 3-5 years.”

The FOREVER program is currently available in the U.S. and Canada with international sales expected to begin in approximately 90 days. Cost for a FOREVER certificate is currently \$100. The program will also be open to customers purchasing a new avgas STC at no additional charge. In addition, Swift announced that it has reduced the price of its UL94 avgas STC to \$100, a drop of around 75 percent.

VoltAero Reveals Production Design For Hybrid-Electric Cassio

Kate O'Connor



Image: VoltAero

France-based VoltAero unveiled the production configuration for its Cassio hybrid-electric aircraft family on Wednesday. The Cassio 330 will seat four and have a 330-kilowatt hybrid-electric propulsion system. The 480-kilowatt Cassio 480 will seat six and the 600-kilowatt Cassio 600 will seat ten. VoltAero is intending to certify the Cassio family under EASA CS23 certification specifications as a single-engine general aviation category aircraft.

“The Cassio production design’s unveiling represents the latest step in our realistic and highly pragmatic creation of an all-new aircraft family,” said VoltAero CEO Jean Botti. “It benefits from our team’s unmatched experience in hybrid-electric aviation, as well as the ongoing full-scale flight testing that removes the risk as we move toward the production phase.”

The Cassio aircraft family will be powered by two wing-mounted electric motors—each driving a forward-facing propeller—and a proprietary hybrid power module that combines a 300-kW (402-HP) internal combustion engine with three 60-kW (80-HP) electric motors. The engine will drive an aft-facing pusher propeller during cruise flight and charge onboard batteries. The Cassio is expected to have a range of approximately 800 miles and cruise speed of around 200 knots. As previously reported by AVweb, VoltAero began flight testing its Cassio 1 test bed aircraft, which is based on a Cessna 337 airframe, in March. The company is targeting the end of 2022 for the first deliveries of the 330 model.

EAA, FAA, FCC, NTSB, & AOPA News: AirVenture 2020 is officially cancelled



My fellow EAA'rs. It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across

the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, camper's guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. We cannot even get to the hangar so our preflight is left to watching the prog charts. While this certainly makes the ability to prepare for the event a scheduling problem, it does not preclude the bigger issue of predicting what will be the health guidelines in July. Right now, there are three phases that have been defined in Wisconsin as the recommended procedures. As I write this, we are not in Phase 1 yet. Phase 2 restricts gatherings to 50 people. Phase 3 allows for mass gathering with restrictions.

Our convention attracts EAA members not only from the U.S. but around the world. Today we cannot predict when we will be at a point that our event meets the all clear Phase 3 milestone for mass gathering with restrictions. As your leader, I see no clear path to meet our own requirements to insure the health and safety expectations our organization demands for our employees, members, volunteers, exhibitors and attendees. That includes sanitization, separation and personal protection requirements.

My conclusion is, like in any good flight planning, don't take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021 and create a memorable world class aviation event. Because of our dedicated and enthusiastic EAA members, our Association is strong. We know that at some point this storm will pass. And over the next 12 months we will continue to support all of you as we again, together, grow EAA in the Spirit of Aviation.

Respectfully,

*Jack J. Pelton
Experimental Aircraft Association
CEO and Chairman of the Board*

Calendar of events: *This year's events are currently in the planning stages if you have any ideas for events or fly-out locations let me know. Obviously with the current state of affairs all date are tentative and subject to change, but I am working on this.*

*Locations currently under consideration are the
Eagles Mere Museum in Eagles Mere, PA
National Warplane Museum in Geneseo, NY
Delaware Aviation Museum in Georgetown, DE
Niagara Aerospace Museum in Niagara Falls, NY
Wings of Eagles Discovery Center in Horseheads, NY
The Empire State Aerosciences Museum in Glenville, NY
Planned events are*

*June 6 Chapter 146 Fly-In Kline Kill Airport West Ghent, NY
June 13-14 The Greenwood Lake Airport Airshow West Milford, NJ
July 11-12 The New Jersey Aviation Hall of Fame
Wings and Wheels Fundraiser, Caldwell Airport Fairfield, NJ
July 20-26 Air-Venture Walt Wittman Airport, Oshkosh, WI
September 12 Chapter 146 Fly-In Kline Kill Airport West Ghent, NY
September 12-13 Chapter 643's Fly-In Sky Manor Airport Pittstown, NJ*

EAA Webinars Schedule

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

System Requirements for Attendees

You can easily attend a session from anywhere, anytime using a compatible computer or mobile device! To get the most out of [GoToWebinar](#), you can download and install the full-feature desktop software on your Windows and Mac computer.

See [Download GoToWebinar](#) for your download options. You can also [check your system's compatibility automatically](#).

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit www.faasafety.gov for details.

View Webinar Video Archives

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

Registration is required, and space is limited.

5/19/20 7PM CDT Presenter: Steve Martin

Understanding Hypoxia in Aviation

Qualifies for FAA WINGS credit.

Hypoxia in aviation is widely recognized as a potential threat, but poorly understood and under-respected by most aviators as a contributor to other accidents. Aerospace physiologist Steve Martin will discuss the facts and fallacies regarding the different types of hypoxia, recognition, causal and influencing factors, and mitigation techniques necessary to avoid this pervasive issue.

5/20/20 7PM CDT Presenter: Jorge Tavio
Getting to Know the Rotax 915 iS Engine
Qualifies for FAA WINGS and AMT credit.

Tune in to this FAA WINGS and AMT qualifying webinar and learn about the newest Rotax aircraft engine. Rotax Flying and Safety Club (RFSC) instructor Jorge Tavio will provide an overview of the Rotax 915 iS. Special focus is on the differences of this fuel-injected, turbocharged engine, compared to other popular Rotax 9-series engines. Special emphasis will be on proper installation, maintenance, and inspection.

6/3/20 7PM CDT Presenter: Mike Busch
Predictive Maintenance
Qualifies for FAA WINGS and AMT credit.

Manufacturers of aircraft, engines, propellers, and appliances have traditionally called for performing preventive maintenance on a fixed timetable. A prime example is engine and propeller TBOs. More recently, this time-based approach has given way to condition-based preventive maintenance based on regular repetitive inspections. Now we're beginning to see this inspection-driven approach giving way to predictive maintenance based on analysis of data from sensors installed on the aircraft and engine. In this webinar, Mike Busch A&P/IA discusses this latest trend and how it's starting to trickle down to owner-flown piston GA.

6/10/20 7PM CDT Presenter: Larry Bothe
Pass Your Checkride
Qualifies for FAA WINGS credit.

Larry Bothe will help you prepare for and pass your checkride. Take control of the process and learn how to get ready and keep the examiner happy. Proper administration is as important as knowledge and skill. As a designated pilot examiner, Larry administered over 1,000 checkrides. He will review common mistakes in both the oral and flying portions and how to avoid them.

6/16/20 7PM CDT Presenters:
Mike Lents and Aaron McCartan
Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship

Mike Lents and Aaron McCartan from the 2018 U.S. Advanced Aerobatic Team will talk about their adventures and teamwork while representing the United States in Ploiești, Romania. Learn what it takes to have an aircraft shipped across the ocean, put back together using the metric system, and flying across eastern Europe under really different rules you just would not believe.

**6/17/20 7PM CDT Presenter: Chris Herry
The Doolittle Raid Story**

Join Chris Herry from the EAA staff as he discusses the story of heroism and inspiration of the men behind the B-25s launched from an aircraft carrier. Chris will share fascinating details of America's first daring strike back at the homeland of Japan during World War II. Tune in for detailed discussion of the 1942 raid as well as other fascinating events which has honored those involved.

**6/24/20 7PM CDT Presenter: Joe Norris
Your Airworthiness Inspection — Be Ready
Qualifies for FAA WINGS and AMT credit.**

The final step in building your amateur-built aircraft is the FAA inspection. In this presentation, EAA staff member and designated airworthiness representative Joe Norris will discuss how to prepare for the inspection and how to avoid the most common mistakes.

Next Business Meeting:

Grab Bag:

As I am sure you are aware the Thunderbirds and Blue Angles have been doing fly-overs of many major cities. Below is a link to video of the fly-over of NY & Philly.

https://www.youtube.com/watch?v=1JESy0CnYPw&feature=emb_rel_end

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: John Lipari: slick1@ptd.net

Web-page Editor: Bob Hewitt: street@warwick.net

Membership Chairman: Dick Deming: rfdeming@optimum.net

Young Eagles Coordinator: Dick Aaron: raaron4u@yahoo.com



**EAA Chapter 891
Sussex Airport
P.O. Box 311
Sussex, NJ 07461-
Visit us at: <http://www.eaa891.org>**