

THE FLYER

EAA CHAPTER 304
3600 WILDWOOD
JACKSON, MI 49202



September 2020



The Flyer

Jackson Chapter **304**
Experimental Aircraft
Association

**Jackson
County
Airport**



EAA Chapter 304 Officers



President
Charlie Moore
150chuck@gmail.com



Vice President
Tracy Boyers
tboyers@ameritech.net

Secretary
open



Treasurer
Chuck Furgason
chucknlindaf@gmail.com

Board Members



John Feldvary
t6flier@gmail.com

Youth Director
Vacant

Website/Facebook Editor

Joan Feldvary
webadmin@eaa304.org



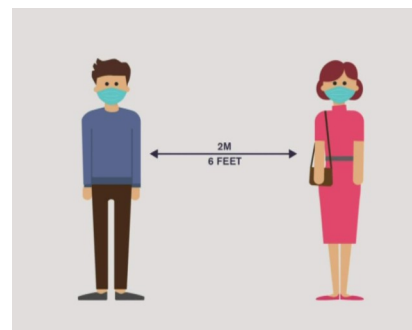
Newsletter Editor
Linda Furgason
lindafurgason@gmail.com

In September — An Outside EAA

Membership

Meeting
September

2nd
6:30p.m.



Ramp Project Progression

Photo taken by

Joan Feldvary



Terminal Building Entrance—apron view
August 12, 2020



John Feldvary t6flier@gmail.com

Ken Millard beachpilotken@yahoo.com

Ken Shuman shumanks@comcast.net

Volunteer as we all do. Take a moment and contact one of your nominating committee members listed above. Your chapter is all volunteers and it's so easy as everyone does their part.

Volunteer today

Thanks to Dr Mason Samson who washed & painted our front door at the EAA Chapter House in August.
In addition he washed the EAA entryway.

Thank you for making us feel more Welcome as we enter our Chapter House.



Don't make me travel any other way - I can Fly

Presidential TFR Violations Have Serious Ramifications for General Aviation as a Whole



EAA.org

August 20, 2020 – Since the dark months immediately following September 11, 2001, when general aviation was all but grounded around major metropolitan areas, and EAA along with other aviation associations were fighting for the future of personal and recreational aviation, the use of temporary flight restrictions (TFRs) increased in prevalence and size. Whereas a presidential TFR was once a three-mile restriction, today they are ten times that size — 30 nautical miles of restricted operations with a 10-mile no fly zone in the center. The closure of these massive swaths of airspace become far more frequent and unpredictable during campaign season, especially in a presidential election year.

While the level of in-person campaigning has been dramatically reduced during this presidential election cycle due to the COVID-19 pandemic, the president is still making many stops across the country, often on very short notice, resulting in pop-up presidential TFRs appearing in what otherwise might seem like unlikely places. Further, in the event that the administration changes in November, both the president-elect and the sitting president receive full security protection, thus resulting in even more TFRs.

Whenever a general aviation pilot violates a presidential TFR, a series of event is triggered across the presidential protective service, law enforcement, and the military. It is hard to overstate the seriousness with which these security services take incursions to the restricted airspace, and the response ripples from the president's immediate protective service members all the way through the North American Aerospace Defense Command (NORAD) system. The offending flight is intercepted by fighters, radio contact is attempted, and failing that, flares are released to try to gain attention. Under the gravest of circumstances, if an incursion appears to pose an imminent threat, the use of deadly force is an option — albeit the absolute last resort.

Thankfully, no incursion has resulted in a deadly outcome to date, but violations of presidential TFRs continue to happen. It is understandable that many VFR pilots who fly, day in and day out, through a given piece of airspace might have no reason to believe that today is any different. But particularly during a campaign season when TFRs are more numerous, no pilot should ever assume that there won't be a TFR along their intended route of flight. Careful pre-flight planning and checking in with Flight Service should be a part of even the most routine VFR flight.

Each time there is a GA incursion of a presidential TFR, it not only increases scrutiny on our community from the security and military services tasked with presidential protection, it hardens that viewpoint that more should be done to keep general aviation flights at an even greater distance, an issue that EAA and others have had to repeatedly fight against. Furthermore, incursions attract significant media attention as the press are often in the midst of, or at least witness to, the scramble to protect the president, drawing first-hand attention to the matter. This never fails to paint personal and recreational aviation in a negative light, something none of us want or need.

So please take extra precautions every time you fly, even for the most routine VFR flights, to ensure that your intended flight path will not come anywhere near a presidential TFR. Your extra diligence will go a long way toward ensuring that the freedom of personal flight is not further impinged upon by those mandated to provide protection to our top elected official.

Check out the EAA Chapter 304 Facebook page:

<https://www.facebook.com/EAA-Chapter-304-624715834287473/>

Check out the new Website

<https://eaa304.org>

EAA Chapter 304 MEETINGS

Sept 2nd	6:30 p.m.	Face to Face Membership Meeting Chapter House
Oct 7th	6:30 p.m.	Chapter House
Nov 4th	6:30 p.m.	Chapter House



EAA 304 Sign Repaired

Photos from Ken Shuman



Useful Website Links

EAA National Site <http://www.eaa.org/eea>
Jackson County Airport <http://www.co.jackson.mi.us/232/airport>
Solo Aviation <http://www.soloaviation.aero/>
Skyway Aviation <http://www.skywayjxn.com/default.htm>
Lumen Christi Aviation Club <http://www.304youthaviation.weebly.com>
Aircraft Owners and Pilots Association (AOPA) <http://www.aopa.org/>
MDOT Aeronautics <http://www.michigan.gov/aero>
NOAA National Weather Service <http://www.aviationweather.gov/adds/>
Federal Aviation Administration <http://www.faa.gov/>

2020 SEPTEMBER



2nd Membership Meeting 6:30 p.m. Chapter House

2nd VJ Day, WWII.

4th Newspaper Carrier Appreciation Day



7th Labor Day First Monday of month

11th No News Is Good News Day



12th Muskegon CareAffaire: MKG, Muskegon

Chesaning Sportplane Association Airport Funfest: 50G, Chesaning

13th National Grandparent's Day



13th Chesaning Sportplane Association
50G, Chesaning

Dawn Patrol:

16th American Legion Day



18th Rosh Hashanah



2020 OCTOBER

1st National Homemade Cookie Day



4th Membership Meeting 6:30



7th Labor Day



12th Columbus Day



17th Sweetest Day



18th National No Beard Day



21st Back to the Future Day



Check out the Michigan Calendar at michigan.gov/aero

**EAA Chapter 304
3600 Wildwood
Jackson MI,49202**

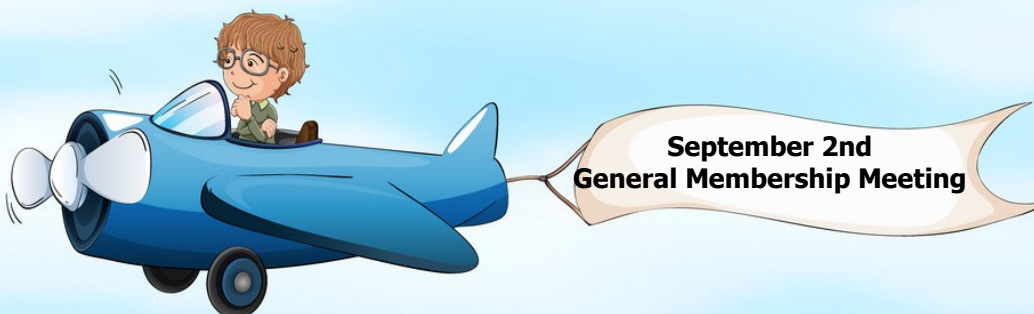
The Flyer

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Issues will be emailed before the end of the month

Deadline for submission of articles is the 20th of the month to be included in the next ***Flyer***.

Email to: lindafurgason@gmail.com



EAA Chapter 304 meetings are held the first Wednesday of each month at 6:30 p.m. at

EAA 304 Sport Aviation Center

Thank you to this month's The Flyer contributors:

EAA.Org



Joan Feldvary

Charlie Moore

Ken Shuman

From the Editor, Linda Furgason