

# Experimental Aircraft Association

## Chapter 27 News

April  
2014

Just a reminder the next meeting is being held April 27<sup>th</sup>.

### Letter from the President

April 2014

While reinstalling the instruments and avionics in my Cessna 170's instrument panel following a refurbishment, my mind was wandering along considering some potential cross country destinations in the coming few months. That train of thought led to considering the state and future of the National Airspace System and what it means to those of us flying light General Aviation aircraft, primarily for pleasure.

Certainly, cross country navigation during most of my flying career has been accomplished via the Victor airways. These "highways in the sky" have served as the foundation of a navigational infrastructure allowing us to fly from point A to point B through an interconnected series of VOR ground stations, each station anchoring the waypoints and terminus of the planned and/or assigned route. But with the advancement of technology, namely GPS, the old Victor airway system is being made obsolete and is to be supplanted by a satellite based system...NextGen.

Indeed, the FAA is already on a path to

reduce the number of VOR stations by about half as part of the Minimum Operating Network, or MON. Since a Victor airway must begin and end with a VOR, the elimination of hundreds of VORs will necessitate the revision of a huge number of Victor airways and all associated instrument procedures like approaches, arrivals, departures, and so on. In most cases, the VOR station is simply replaced with a GPS waypoint to retain the unity of the airway. This preserves existing capabilities for aircraft which are GPS equipped, but is less than optimal when examined with regard to improving airspace access and efficiency of use.



**Next meeting:**  
**Sunday, April 27th**

**Speaker: Sam Watrous** president of chapter 33 in Groton will be talking about the history of the US Navy Grumman F6F Hellcat.

Meeting will be held at Meriden Markham Airport at 10am

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The AOPA has questioned the overall FAA strategy of replacing the Victor airway system with satellite based navigation. Specifically, instead of just proliferating the number of GPS waypoints, should a more top-down, broad examination of the navigation infrastructure be employed...one without the encumbrances of Victor airway navigation? The AOPA is advocating for a network of VORs capable of serving as a backup (my emphasis) for GPS. The MON system will “allow pilots to fall back on VOR navigation and land at an airport within 100 nm.”

Now, let's look at this for a moment from the perspective of us “little folk”...what does all of this mean for us practically? My observations/opinions are these (in no particular order of importance):

- IFR flight will be affected more than VFR. Should you be an active IFR pilot, changes to the National Airspace System will have greater importance, operationally and financially.
- The VOR airways will not be completely eliminated (at least, in the near future.) There is sufficient concern regarding total reliance upon GPS that at least some VOR capability will be left in place. Questions remain regarding its coverage.
- Cost...to make the transition to a satellite based system will require an upgrade in avionics (IFR certified panel-mounted GPS, DME, ADS-B, etc.) Estimates abound as to what that cost

might be and it clearly depends upon what may or may not already be installed in your particular aircraft. But a common figure thrown out for discussion is in the \$15,000 range. Without the concomitant avionics upgrade, there will be a loss of capability, essentially limiting airplanes (especially old ones) to VFR only.

- Portable (handheld) GPS units most likely will never be authorized for IFR use without some way to verify the integrity of navigation solution (RAIM).
- The NextGen vision includes the concept of Free Flight, the idea that most flights can be flown as point-to-point direct. OK in flat terrain, but what about in mountainous areas where direct flight is not always possible? Or where environmental restrictions, icing for example, limit altitude? Does direct routing make sense when considering flight over heavily populated areas, over uninhabited or distinctly unfriendly terrain, through MOAs or TFRs, or SUAs? Mapped routes still may offer a better way.
- Victor airways still give us the ability to determine critical altitudes such as MEA, MOCA, and MRA.
- Some airways are defined by NDBs (also scheduled for reduction or phase-out.) It has been suggested that the system of VORs and NDBs in Alaska, as a case in point, will be maintained essentially intact...not so for the lower 48.

Indeed, simultaneous embracing and resistance to change has been apparent with each technology advancement. The

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advent of VORs necessitating new receivers and CDIs was met with transitional issues and complaints of forced cost, likewise with transponders, and DME, and ELTs. Yet, new technology continues to appear, generally improving capability, accuracy, and most importantly safety.

However, today's economic realities coupled with the continuing slow decline of the US pilot population focuses on a rather stark but not unknown conclusion...there are many among the GA community who are not financially able to keep up with the technology. They will accept a loss in capability or quit flying altogether. And for many, children

and grandkids will not have the same opportunity to participate simply because the cost to do so is too high.

All of us in GA need to consider how we are to fit into this new technological order. The AOPA is advocating from its perspective, ostensibly one that represents the entire membership, but does that meet with yours? Think about it.

See you at the next meeting.

Stay safe,

Bob

## Plane updates!

Mark is almost ready to fly his Bearhawk.



And Rick Bernardi has been flying his plane in Marana, AZ.



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### MIT is conducting a survey on ADS-B systems:

"A team of researchers at MIT's International Center for Air Transportation is studying the impact of ADS-B traffic and weather services and would like your input. The goal of the study is to determine how pilots value and use these services."

Here is the link if you would like to participate in the survey"

<http://www.mit.edu/~adsb/>

### Meeting Minutes

March 16, 2014

Officers: President Bob Spaulding called the meeting to order at 10:04.

Officers present: Bob Spaulding, Mark Scott, Bill Jagoda, Rick Beebe. There were 25 attendees. Phil Hartman introduced himself. He's a new member.

Membership: Lauren reports 4 new members. The newsletter was mailed late this week. Attendance at the open cockpit days at the New England Air Museum has been good.

Treasurer's Report: Bill reports a balance of \$1782.36 at the end of February.

Tech Counselor's report: Mark Scott looked at an RV-12. The builder started in December and already has the rudder, stabilizer and bottom on the fuselage together.

Mark showed off liquid tape he bought at Home Depot. It's a rubber-like material that you can brush onto things to insulate them. He also showed the book "The Aero Connection" by Bob Knuckolls. It's a comprehensive guide to aircraft wiring and includes suggested wiring plans for different levels of redundancy ([www.aeroelectric.com](http://www.aeroelectric.com)).

Dave Pepe reports that plans are still progressing for the airport open house in October. There's a meeting on March 26 to talk about it. The city has allocated \$200,000 to build some hangers on the airport. Constance Costillo is the new airport manager. Anyone who has a plane based at the airport must show proof of insurance with the city as named insured. A

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Meetings are the  
3rd Sunday of the  
month at 10am at  
Meriden Markham  
Airport

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brief discussion about tire wear ensued. Phil suggested marking your balance points before you take your tires off in case the dot has moved.

Mike Zemsta looked at an RV-7 project in Bristol.

Rick Beebe showed an inexpensive borescope that uses wireless to display on an iPad, iPhone or an Android device. They are often used to examine the inside of engines to check condition but are useful for looking inside any enclosed space. It's available from Lee Valley Woodworking (<http://www.leevalley.com/US/wood/page.aspx?p=71672&cat=1,43456>)

Director's Report: Rick Beebe reported that three U.S. senators introduced the General Aviation Pilot Protection Act, a companion bill to a similar measure introduced in the House in December. Among the provisions of both bills is expanding the use of the medical certification requirements that have been in effect for sport pilots for the past decade. That includes self-certification of medical fitness for flight in VFR operations in aircraft up to 6,000 pounds with no more than six seats, used for recreational or personal flying. The Government Advocacy office has begun a Rally Congress outreach to members, encouraging them to contact their lawmakers in Washington, D.C., and urge co-sponsorship and support for the bills. EAA members have told us consistently that this is their top government advocacy issue, so we want to give them every opportunity to join in the effort to reform medical certification requirements while maintaining a high level of aviation safety.

It's the 100th anniversary of the start of World War I and EAA is encouraging people to bring WWI aircraft—either original or replicas—to this year's AirVenture.

Young Eagles: Fran Uliano updated us on the insurance requirements from the city. A clarification from last month: The additional insured clause during the two events is only added to the EAA insurance policy. Pilots who are not based at the airport do not need to list the airport as additional insured. Bob Spaulding disagreed and there was an off-line discussion during the coffee break. No fists were thrown. In the end the consensus is as stated above.

### 2014 Events

- Holiday Dinner – January, 2015, Villa Capri
- Young Eagles Rallies – June 14th and October 11th
- Meriden "Beat the Street" career explorers
- MMK Fly-in and Public Services Exposition – October 18th
- Annual Chapter Picnic – September
- Simsbury Fly-in and Car Show – September 14th



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- AOPA Regional Fly-in is in Plymouth, MA on July 12th

APRIL MEETING IS ON APRIL 27

Our regular meeting would land on Easter Sunday so we're moving back one week to April 27.

### Seminar

Rick Beebe gave a presentation about electric transportation. Most of the talk was about electric cars because that's where the most activity is occurring today. However he did talk about the feasibility of electric flight. Because of battery weight, storage capacity, and long recharge times an electric Cessna 172 isn't really feasible for travel today (although there are some experimental ones flying). However electric powertrains work great in ultralights, powered parachutes and self-launching gliders, all of which tend to fly (under power) for 90 minutes or less and which return to the launch point for landing. Also they are traditionally powered by noisy, dirty, unreliable engines and an electric powertrain solves all of those problems.

--Rick Beebe, secretary

Anyone wishing to send in their 2014 chapter Dues, here is the form, please fill it out and send it to EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481

Dues are \$20.00 per year, due in January, make checks payable to: EAA Chapter 27

Deadline for submitting material for the next newsletter is the 2<sup>nd</sup> Saturday of the month

### 2014 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481

(Dues are \$20.00 per year, due in January, make checks payable to: *EAA Chapter 27*)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_ Receive Newsletter via: Email Paper

EAA Membership No: \_\_\_\_\_ Expiration date: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_

