

VAA NEWS

ELT Requirements Clarified

The first week of September, the National Oceanic and Atmospheric Administration (NOAA) sent out reminders to U.S. aircraft owners regarding upcoming changes in emergency locator transmitter (ELT) services. As of February 1, 2009, satellite coverage of 121.5 MHz ELTs will end and only ground-based monitoring will take place. NOAA recommends that aircraft owners transition to the International Civil Aviation Organization (ICAO) standard digital 406 MHz ELT systems.

This caused some confusion among aircraft owners, many who presume they are now *required* to upgrade to the 406 MHz units. However, there is no requirement in the United States to upgrade to the 406 MHz systems at this time. Installing such a unit is solely an option at the discretion of the aircraft owner.

Of course, operating with a 121.5/243 MHz ELT after the deadline presents additional risks to pilots and passengers if a crash occurs, especially in remote areas. Essentially, someone who crashes while flying without a flight plan will depend on someone else to:

- Recognize they are overdue and notify the authorities to initiate a search over an indeterminate area, or;
- Hope someone hears the 121.5/243 MHz ELT on their radio, and calls it in.

Every moment lost after an aircraft crash is a moment closer to a loss of life. While the FAA doesn't mandate the upgrade, it's still an idea worth considering, based on the type of flying you do, and the terrain you regularly fly over.

EAA fought to preserve the rights of aircraft owners to choose which ELT system is best suited for their type of flying. News articles, NOAA/SARSAT exhibits in the Federal Pavilion during Air-

Venture, and other efforts have increased aircraft owners' knowledge and awareness of the differences between the 121.5/243 MHz ELT and the 406 MHz ELT, allowing them to make an informed choice on whether or not to upgrade. EAA said that requiring an upgrade to 406 MHz ELTs, as the FAA proposed several years ago, is too costly a burden to place on recreational/general aviation aircraft owners.

For those flying outside the United States: While 406 MHz ELTs are not mandatory for operating in the United States, pilots who fly internationally—to Canada or Mexico, for example—will be required to upgrade their ELTs to the new ICAO standard 406 MHz units after February 1, 2009. EAA is working with Transport Canada to obtain an exemption to this regulation for aircraft transitioning through Canada to Alaska or those flying from the northeastern part of the United States to the west where the most direct flight route requires a short transition through Canadian airspace.

Read a story about ELTs and the upcoming changes at www.AirVenture.org/2008/7sat2/406_mhz.html.



ADIZ Training Required for D.C. Metro Area VFR Pilots

The FAA issued a final rule in August ordering "special awareness" training for any pilot who flies under visual flight rules (VFR) within a 60-nautical-mile radius of the Ronald

Annual Meetings, EAA and VAA

The minutes of the annual membership meeting of the Experimental Aircraft Association Inc. held August 2, 2008, are available in the October 2008 issue of *EAA Sport Aviation* magazine.

During the annual meeting of the Vintage Aircraft Association, the results of the election of directors and officers were announced. Elected to two-year terms were:

Officers

Geoff Robison, President
Steve Nesse, Secretary

Directors

Steve Krog
Robert D. "Bob" Lumley
Dave Clark
John Berendt
Espie "Butch" Joyce Jr.
Steve Bender
Jeannie Lehman Hill

Reagan Washington National Airport (DCA) VOR/DME in Washington, D.C. The rule becomes effective on February 9, 2009, and involves training developed and provided by the FAA at www.FAASafety.gov.

The FAA says its primary focus is to educate the pilot community in an effort to reduce the number of unauthorized flights into the D.C. air defense identification zone (ADIZ) and the flight-restricted zone.

EAA and other general aviation organizations have voiced opposition to this mandatory training requirement. EAA's Doug Macnair, vice president of government relations, said, "While we wish that this new requirement had not come along, this final rule is the government's measured response to more than 3,000 ADIZ incursions that have occurred." All of the incursions were determined to be non-criminal in nature, but each incursion places an unnecessary burden on federal, state, and local law enforcement resources.

The mandatory awareness training is the least onerous intervention the government can take, Macnair added. "If incursions continue after this training requirement has been in place for a while, we'll have an even more difficult time opposing those who want to greatly increase restricted areas, so it's really up to us to become more vigilant."

The rule requires a VFR pilot to complete the free online training course and download a certificate of training completion. That certificate would have to be presented upon request to authorized representatives of the FAA, National Transportation Safety Board, Transportation Security Administration, or any federal, state, or local law enforcement officer.

EAA and other general aviation organizations have worked tirelessly to minimize the impact of airspace and other operational restrictions on general aviation in the wake of the September 11, 2001, terrorist attacks, but the pressure from national security interests for greater restrictions is continual and has in no way diminished with the passage of time. EAA will continue to do everything we can to educate top level elected and security officials of the true nature of general aviation and press for reasoned and risk-based approaches to security as necessary.



Aviation Calendar of Events

By simply typing in your ZIP code, you can search the world's largest aviation calendar and find out what aviation events are happening in your area. If you or your chapter would like to add an aviation event to the calendar, you can also easily do so by using an online form. This calendar is a true asset for grassroots aviation! Where are you flying this weekend?

To ease the transition from a printed calendar with a very limited number of events to an on-line aviation events calendar that is amazing in its scope, *Vintage Airplane* will continue its printed calendar of events through December of 2008. Starting in 2009, the calendar of events will available exclusively online.

Link: www.EAA.org/calendar

Curtiss Robin Club



The Curtiss Challenger-powered Curtiss Robin restored by John and Terry Bowden.



Terry Bowden (left, with his father, John, on the right) is the new editor of the Curtiss Robin newsletter.

Jim Haynes wrote to advise us that the Curtiss Robin newsletter he has edited for 21 years, *The Robin Flyleaf*, will cease to be published. The good news is that with Jim's blessing, a replacement newsletter will be published by a new editor. The baton has been passed to Terry Bowden. Terry and his father, John Bowden, restored Curtiss Robin NC82H. Terry's an experienced aircraft mechanic and enthusiastic writer, and we look forward to the new Robin publication. You can contact Terry at:

Terry Bowden
2457 Texas Highway 236
Moody, TX 76557
254-715-4773

Upcoming Major Fly-Ins

Southeast Regional Fly-In

Middleton Field Airport (GZH), Evergreen, Alabama
October 24-26, 2008
www.SERFI.org

Copperstate Regional Fly-In

Casa Grande Municipal Airport (CGZ), Casa Grande, Arizona
October 23-26, 2008
www.Copperstate.org

U.S. Sport Aviation Expo

Sebring Regional Airport (SEF), Sebring, Florida
January 22-25, 2009
www.Sport-Aviation-Expo.com

Aero Friedrichshafen

Messe Friedrichshafen, Friedrichshafen, Germany
April 2-5, 2009
www.Aero-Friedrichshafen.com/html/en

Sun 'n Fun Fly-In

Lakeland Linder Regional Airport (LAL), Lakeland, Florida
April 21-26, 2009
www.Sun-N-Fun.org

Golden West Regional Fly-In

Yuba County Airport (MYV), Marysville, California
June 12-14, 2009
www.GoldenWestFlyIn.org

Virginia Regional Festival of Flight

Suffolk Executive Airport (SFQ), Suffolk, Virginia
May 30-31, 2008
www.VAEAA.org

Rocky Mountain Regional Fly-In

Front Range Airport (FTG), Watkins, Colorado
TBD
www.RMRFI.org

Arlington Fly-In

Arlington Municipal Airport (AWO), Arlington, Washington
July 8-12, 2009
www.NWEAA.org

EAA AirVenture Oshkosh

Wittman Regional Airport (OSH), Oshkosh, Wisconsin
July 27-August 2, 2009
www.AirVenture.org

For details on EAA chapter fly-ins and other local aviation events, visit www.EAA.org/events.

VAA Hall of Fame Induction

EAA will honor and welcome seven new members to its Halls of Fame on October 24, 2008, recognizing their contributions to the history, development, and growth of their different areas of sport aviation. This group will be inducted at the 2008 EAA Sport Aviation Halls of Fame induction ceremony and dinner at the EAA AirVenture Museum in Oshkosh. EAA members are invited to participate in this ceremony. For information, contact Matt Miller at mmiller@eaa.org or call 920-426-6886. Tickets must be purchased in advance.

The keynote speaker for this year's induction ceremony will be John Monnett, president and founder of Sonex Aircraft. Monnett was inducted into the EAA Homebuilders Hall of Fame in 2001.

Representing the Vintage Aircraft Association, Homebuilders, International Aerobatic Club, Ultralight, National Association of Flight Instructors (NAFI), and Warbirds of America, the inductees capture the spirit of EAA and its community. Through their efforts and passion, they've become an inspiration for aviation enthusiasts around the world.

2008 EAA Halls of Fame Inductees:

Vintage Aircraft Association Hall of Fame: Bill Pancake

Homebuilders Hall of Fame: John W. Dyke

International Aerobatic Club Hall of Fame: William B. "Bill" Finagin

Ultralight Hall of Fame: Mike Loehle

Warbirds of America Hall of Fame: Connie Bowlin

National Association of Flight Instructors Hall of Fame: Joan E. Mace and Charles "Don" Fairbanks

We'll have more on the induction of Bill Pancake in the December issue of *Vintage Airplane*.

Back Cover Notes: This month's back cover introduces a photographer I believe we'll see a lot more of in the coming years. John Slemph is a professional photographer from Atlanta, Georgia, who has been captivated by the images of aviation. His first visit to EAA AirVenture has triggered a remarkable set of photographs, many of which you can view on his website at www.Aerographs.com. His photograph of the tail of the oldest flying Ford 4-AT-B Tri-Motor, restored for Greg Herrick's Yellowstone Aviation, shows the captivating nature of the beauty in a man-made structure. You can reach John at the website above or at his studio, 75 Bennett Street NW, Suite H-2, Atlanta, GA 30309, 866-711-8440, or via e-mail at john@johnslemph.com. For a wider view of John's spectacular work, visit his other website at www.JohnSlemph.com.

EAA Sport Aviation Online

Did you know that EAA members have instant access to more than 50 years—that's 59,000 pages!—of *EAA Sport Aviation* magazine? Every page of every issue between 1953 and 2006 has been carefully scanned and archived so you can get more out of your EAA membership.

Imagine...

- Having instant access to the knowledge and information in tens of thousands of articles.
- Searching by keyword, by title, or by author and having results delivered right to your desktop in convenient PDF format.
- Researching your building or restoration project or looking up flying qualities of a specific aircraft . . . and doing a deep dive into decades worth of aviation writing. No more stacks of old magazines cluttering up your garage or workshop.

Visit <http://Members.EAA.org>, log in with your user name and password, and immerse yourself in the history of recreational and sport aviation!

Plans are being made to create a similar online archive of the monthly publications of EAA's special-interest publications, *Vintage Airplane*, *Warbirds*, *NAFI Mentor*, and *Sport Aerobatics*. As we get closer to that enhanced member benefit, we'll make an announcement.

