



THE FLYER

www.victoryaviation.org

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Current Roster	January, 2012
Current Rules	September, 2011



All meetings are held at 7:00 pm on the third Tuesday of each month. This month's meeting will be held at Richard's Pizza in Fairfield, located at 495 Nilles Rd., approximately two miles west of Rt. 4.

COME EARLY: SOCIAL HOUR FROM 6:00 to 7:00.

Need a map? [Click here.](#)

Next Club Mtg. March 20, 2012

Next Tour Group/Safety Mtg. Jan. 17, 2012

No meeting in July.

MEETING NOTE: In case of poor driving conditions (heavy snow, ice, rain, etc.), typhoons, locust plagues, folds, famine, or the end of the world, call Bob Overman (Business) or Herb Porter (Tour Group/Safety) for meeting status.

Upcoming Events

Tour Group

Join us on Tuesday, January 17th at Richards Pizza to find out about the upcoming Tour Group trip schedule for 2012.

IMPORTANT NOTICE!!

Please send *all* changes to the people listed below, as appropriate. Send NOTHING except roster information changes and newsletter content to the Secretary/Editor! This applies to changes in status (resignation, inactive, etc.), BFR or medical certificate updates, etc., etc., etc. If you have new or updated information or status changes of any sort, here's where to send it and whom to contact:

Roster information changes and updates (address, phone, etc.):

Secretary & Newsletter Editor, [Mark Woods](#)

Email address changes:

Secretary, [Mark Woods](#); copy to Safety Officer, [Jan Jansen](#)

Resignations/Requests for Inactive Status:

Treasurer, [Doug Ostholthoff](#) (Primary); President (Acting), [Bob Overman](#) (Secondary)

BFR and/or medical certification date changes (updates to the info shown on your bill):

Treasurer, [Doug Ostholthoff](#)

ICE (In Case of Emergency) contact info:

[Bob Overman](#), President, (Primary):
513-404-2038 (C); 859-534-4823 (W)
Herb Porter (Secondary):
513-478-8723 (C)

FROM THE TOWER

Nothing significant to add to the newsletter this month. Happy New Year!

~ Bob Overman, President

WAKE TURBULENCE

Financially all remains well. We had a good year of flying (hours flown are up) this year despite 2 engine changes. I will present the 2012 budget at the March, 2012 business meeting for approval by the membership. Otherwise, hope everyone continues to take care of the airplanes to keep maintenance costs as low as possible and a Happy New Year to all!

~ Doug Ostholthoff, Treasurer

MAINTENANCE & PLANNING

N9515Q

- Replaced the main battery
- Replaced the power supply for the left strobe light

N351VA

- New engine installed
- Repaired damaged Engine mount
- Refurbished prop

It's almost cold enough for the engine heaters.

If you find them plugged in, keep them plugged in.

~ Alan Koch, Planning Officer

SAFETY SOAPBOX

Top 10 things pilots should know about FSS

~by Charles E. Tackett

Charles E. Tackett is manager of external operations for Lockheed Martin Flight Services, which manages the Automated Flight Service Stations program for the FAA. Lockheed provides aviation safety seminars, works with aviation organizations to set up speaking engagements, and gives weather briefings on-site at major events. If you have any suggestions or ideas for Lockheed, send feedback through their [online form](#).

Ask Lockheed Martin flight service specialists what they want pilots to know about the services offered, and you will get very quick, specific answers. So, what are the top 10 things you should know?

#10: A pilot profile will save you time.

Lockheed Martin's pilot profile feature was designed for you, and every pilot should take a moment to put one on file. The next time you call 800/WX-BRIEF, spend a little extra time and tell your briefer that you want to set up a profile. You'll be asked a few questions, and the next time you get a briefing or file a flight plan, the specialist will be able to access this information easily, saving you time. Provide your cell, home, or office phone number, and the next time you call, we can look your profile up with this number. You also can code a common last name, for example "Smith135," for faster retrieval. Simply let the

briefers know what special identifier you want to use for your name.

#9: Background information required prior to getting a weather briefing.

The FAA requires flight service specialists to ask for certain background information before providing a weather briefing in order to ensure the most accurate, up-to-date information is provided for your route—from taxi to final destination.

#8: Pilots are not fined for forgetting to close a VFR flight plan.

If you should forget to close your flight plan, you're not going to get fined. Many pilots are under that impression and, as a result, do not file flight plans. For safety precautions, pilots are encouraged to file flight plans—they enable you to get assistance much quicker if something were to happen on your flight.

#7: Know when to request an abbreviated briefing.

The purpose of an abbreviated briefing is to provide you with specific items you have requested to update a standard briefing or mass disseminated information. If you ask for more than two items, specialists are required by the FAA to ask if you want a standard briefing. If you ask for an updated briefing, just let the briefer know what time you had your last standard briefing. If it was the night before, get another standard. If it was a couple of hours ago, an abbreviated briefing will allow specialists to provide any new information since that time.

#6: Pilot reports are appreciated.

Pilot reports provide an excellent look at actual conditions. This data advises the National Weather Service and other pilots that weather and adverse conditions are as forecasted, have improved, or have deteriorated since the forecasts were issued. The FAA has put strict measures on the accuracy of pilot reports that specialists enter into the system. Any error on the specialists part is viewed as a failure by the FAA. As a result, when you are ready to file a report, specialists ask that you allow them to prompt you on the elements needed so that they can get your report quickly and accurately.

#5: Take your time when talking to a briefer.

Flight service specialists have all the time it takes to provide you with information for a safe flight. Please do not rush when requesting a briefing or filing your flight plan. Always feel free to ask questions about any item of the briefing.

#4: Briefers do not have direct access to flight plans not filed with FSS.

VFR flight plans filed with other vendors (such as DUATs) are sent to Lockheed Martin only for activation. If you need to change your route, add a stop, or make other changes, contact the vendor directly or re-file your flight plan through FSS.

#3: Please use Zulu/UTC time.

Different time zones are difficult to keep up with (5 p.m. in Boston is not the same as 5 p.m. in Seattle), but Zulu/UTC time is always the same.

TIME CONVERSION TO ZULU/UTC			
Eastern Standard Time	+5	=	UTC
Central Standard Time	+6	=	UTC
Mountain Standard Time	+7	=	UTC
Pacific Standard Time	+8	=	UTC
Alaska Standard Time	+9	=	UTC
Hawaii-Aleutian Standard Time	+10	=	UTC
<i>Subtract 1 hour for daylight saving time.</i>			
<small>Note: Arizona (except the Navajo Nation), Hawaii, and the U.S. territories of Puerto Rico, Virgin Islands, Guam, and American Samoa stay on "standard time" all year long.</small>			

#2: Be aware of your location.

When calling on your cell phone, recognize the noise level and step into a quieter area, if possible.

Even with advanced filtering systems, distractions from background noise often occur. Engines running, a radio playing, people talking, waiters taking orders, babies crying, dogs barking and other background noise make it difficult for a specialist to hear your information without a continuous "Say again, please" request.

#1: Briefers are working for you.

Lockheed Martin Flight Services wants to be your copilot—there to serve you 24/7. Many briefers are also pilots, so they understand the importance of a good weather briefing.

**Plan every flight as if your life depends on it.
It Does!**

~ Jan Jansen, Safety Officer

PILOTS' LOUNGE

DOT: Not So Fast, LightSquared

~by Stephen Pope, *Flying Magazine Online* / Dec 15, 2011

Despite bold predictions by LightSquared that the firm's proposed mobile satellite service would soon win FCC approval, Department of Transportation officials on Wednesday said the company's 4G broadband technology does indeed interfere with "the majority" of global positioning system receivers and poses dangerous disruption to aviation safety systems.



The findings, announced after recent testing by the FAA and Department of Defense, throw into serious doubt claims by LightSquared that its ground tower network would interfere only with a limited number of GPS receivers, and not high-performance aviation equipment. The DOT also said the LightSquared network interferes with TAWS, which obtains its position data from GPS. Over the next several weeks, the analysis of the findings will be completed and a final report will be sent to the FCC, said Transportation Department officials.

Fighting to salvage its satellite business, LightSquared agreed to use a different portion of satellite spectrum further away from GPS. However, its signals would cause "harmful interference to the majority of other tested general purpose GPS receivers," and separate tests showed "interference with a flight safety system designed to warn pilots of approaching terrain," according to a statement issued Wednesday by the National Coordination Office for Space-Based Positioning, Navigation and Timing.

LightSquared, however, holds starkly different views from those of the DOT. "We profoundly

disagree with the conclusions drawn with respect to general navigation devices," said LightSquared CEO Sanjiv Ahuja in a statement. He blamed GPS interference on the GPS devices themselves and not on the company's proposed network. "We have taken extraordinary measures—and at extraordinary expense—to solve a problem that is not of our making."

FAA to Charge \$150 per Pilot for iPad App Data

~by Robert Goyer, *Flying Magazine Online* / Dec 15, 2011



The FAA's AeroNav division held a meeting in Washington, D.C., this week to which it invited around 70 prominent players in the app developer community. Specifically excluded from the event were the public and the press—*Flying* and at least one other aviation news outlet requested to attend and were turned down.

The ostensible purpose of the meeting, according to sources who asked not to be identified, was to gather industry input on AeroNav's plan to raise fees for its data. Currently the data is essentially free to developers and even end users.

At the same time, the FAA organization put forth a plan to charge end users—pilots—\$150 a year for the data. AeroNav said it has a \$5 million budget shortfall this year that it is trying to fill, and the \$150 per user fee was calculated based on 33,000 users, which one developer called a laughably low number. "It would have taken two phone calls to figure out the approximate number of users there actually were," one app developer told us, "calling into question the quality of AeroNav's preparations for the plan."

It was not clear, according to one source, whether the \$150 fee was a firm figure or if AeroNav was floating that number to gauge industry response. Few of the developers we spoke with—all of them asked that their names

not be used for this story—thought the \$150 fee would be the final figure; most thought it would be less but that it will be something.

One other plan floated was a flat fee, whereby developers would pay a fee based on the number of end users they sell to. Using the figures the FAA floated for this, the cost to pilots would in many cases be much less than \$150, probably more in the \$50 per year range. This approach would also avoid the frightening prospect, as one meeting attendee put it, “of the FAA having 500,000 pilots and their credit card information in its database” or the customer support experience that structure would subject pilots to.

There are many questions that remain unanswered, in part because AeroNav has declined to respond to press inquiries on the subject. Flying submitted a series of questions to the division’s business development head three weeks ago through the press office and has not had a response.

Among the questions are, will users who buy multiple apps have to purchase the data anew for each? Will developers who distribute chart images on an irregular basis, such as AirNav, the airport resource, be required to charge each viewer \$150? (That is unlikely; one possible solution is to let websites use non-downloadable screen shots.) How would this all be administered and how much will that cost? Will fees change over time to cover AeroNav’s needs?

But perhaps the biggest unanswered question is, how is AeroNav reconciling the law that requires it to charge only for dissemination of its data and not for its gathering with the new pricing plan? It was also declined to share details of its budget allocation and what expenditures that allocation covers.

Another developer told Flying that the meeting seemed intended to get industry to voluntarily adopt the new fee structure, to immunize AeroNav from responsibility for the revenue plan.

One date that AeroNav stuck by was April 15, 2012, the day on which it insists there will be no more free data. A developer we spoke with called the timeline “unrealistic.” Another said the proposed timeline “would be both irresponsible and a world speed record for government action if that really happened.”

We probably don’t have to point out the significance of the date, either, April 15, Tax Day,

when the new charges are planned to start kicking in. The first pay cycle and the attendant price increases presumably would come following that date.

HANGAR RASH

A Little Bumpy Up There?

On a day with a strong jet stream over the Rockies and numerous turbulence reports in and around Denver’s airspace, Denver Center was asking for ride reports when the following conversation was overheard...

Southwest 232: "Good day, Denver. Southwest 232 with you at FL 350."

Denver Center: "Roger, Southwest 232. How's your ride?"

Southwest 232: "Well, the captain is having his lunch and he just jabbed himself with his fork, so we could call it as moderate turbulence."

Denver Center: "Thanks, Southwest 232. Break, break. American 1754, how's your ride at FL350?"

American 1754: "Sorry, Denver, we're not sure. We haven't eaten yet."

