



The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2013

Inhofe sees friend for aviation in Foxx

Senator plans second Pilot's Bill of Rights

General aviation now has “a friend at the top” in U.S. Transportation Secretary Anthony Foxx, said Sen. James Inhofe (R-Okla.)

That assertion—and Inhofe’s revelation that the conservative senator and the Democratic former mayor of Charlotte, N.C., are close friends who have discussed aviation issues—brightens prospects for new legislation to assure pilots fair treatment when dealing with the FAA bureaucracy in enforcement, medical certification, and other matters, he said.

Asked why the FAA was taking its tough line with general aviation on the AirVenture fees, Inhofe replied, “The bureaucracy wants to grow.” In 1996, the FAA ran on a \$4.6 billion operating budget, he said. Now that budget has grown to \$9 billion despite a smaller “case load” and a reduced pilot population.

Inhofe has long been a critic of what he regards as the FAA’s bureaucratic culture, but he said that his understanding of the problems it creates crystallized when he had to deal with the agency in a much-publicized enforcement case stemming from landing his aircraft on a runway closed without a notam having been issued to warn pilots to avoid using it.

Offering apologies to his friends who work for the FAA, Inhofe described its bureaucracy as “almost as bad as the EPA.”

Inhofe told the AOPA Live pilot audience that he is calling his new legislative proposal “Pilot’s Bill of Rights II,” following up on the Pilot’s Bill of Rights that was signed into law in August 2012. The law guarantees pilots under investigation by the FAA expanded protection against enforcement actions via access to investigative reports, and air traffic control and flight service recordings. It also requires the FAA to provide pilots the evidence being used as the basis of enforcement at least 30 days in advance of action.

Since passage of the Pilot’s Bill of Rights, Inhofe said, the National Transportation Safety Board has cooperated with provisions clarifying the relationship between the NTSB and the FAA in enforcement cases. The FAA, he said, has not.

As an example of the FAA’s response to the law, he pointed to the notices of investigation that the FAA now presents to applicants for medical certificates. They

indicate to him that the agency is “completely turning it around” to thwart the legislation’s purpose.

Inhofe kept up his criticism of the agency, blaming bureaucratic pressure for his inability to get a committee hearing on the Pilot’s Bill of Rights for more than a year—a logjam that finally broke when he complained about the problem to Senate Majority Leader Harry Reid (D-Nev.).

“Reid said, ‘Well let’s just pass it without a hearing,’” Inhofe said. “I have to give credit. I got help from Harry.”

The interview broke more news with Inhofe intimating that prospects might be improved for the AOPA/EAA petition to let many pilots fly recreationally on the basis of a driver’s license instead of a third-class medical. The petition, submitted on March 20, 2012, has been stalled, with top FAA officials explaining that the change is not a priority, Fuller said. With the EAA still burdened by the FAA’s demand that the organization pay about \$477,000 for expenses or air traffic control staffing at AirVenture 2013 as a result of budget cuts under sequestration, Inhofe said Foxx considered the agency’s action “grossly unfair.”

Fuller noted that Foxx, as mayor of Charlotte, worked and defended the city’s airport and “knows the situation at the local level.”

Discussing the Block Aircraft Registration Request (BARR) program, Inhofe and Fuller agreed that Congress’s action to preserve the program, overturning the FAA’s cancelation of the program, represented a victory that protected pilot privacy and sometimes, security.

Cylinder-removal AD would increase costs, decrease safety

The FAA has proposed an airworthiness directive (AD) that would order inspection and removal of aftermarket cylinders used on Teledyne-Continental engines in many popular general aviation aircraft. But the proposal would raise new safety risks and impose an “enormous financial burden” on aircraft operators, AOPA said.

The FAA proposed the AD Aug. 12 to apply to certain Airmotive Engineering Corp. replacement cylinder assemblies marketed by Engine Components International Division (ECi). The cylinder assemblies are used on Continental Motors 520 and 550 model engines. The AD also would apply to all other engine models approved for the use of CMI models 520 and 550 cylinder assemblies.

The AD was prompted by reports of “multiple cylinder head-to-barrel separations and cracked and leaking aluminum cylinder heads.” Owners would be required to conduct initial and repetitive inspections, replace cracked cylinders, and replace cylinder assemblies at reduced times-in-service. A notification about cylinders removed under the AD would be sent to the FAA.

The AD also would "prohibit the installation of affected cylinder assemblies into any engine," the FAA said.

More details are available on either the EAA or AOPA web sites if this AD applies to you.

Upcoming FAA Safety Briefing

Title:

Flying the High Country

Topic:

Mountain Flying

Date and Time:

Saturday, August 24, 2013 , starting at 10:00 am EDT

Speaker(s):

Byron Danforth

Brief Description:

You don't have to fly in the Rockies to find mountains. They're right here in our backyard! Do you know how to operate safely around mountainous terrain? What planning is necessary? Several recent mountain flying accidents have emphasized the importance of learning the basic and advanced skills necessary for this type of flying. FAA Safety Team Representative and Flight Instructor Byron Danforth will discuss the dangers of mountain flying and the recommended procedures to do so safely. Don't miss this briefing that could save your life! Click on the link below and register TODAY!

Location of Seminar:

**Bowman Field Flying Club
River Road
Livermore Falls, ME 04254**

Directions to Venue:

I-95 to Augusta. Take Exit 109 and proceed Westbound on Rt 202. Follow Rt 202 West to Rt 133 to East Livermore. Look for signs for airport.

Seating:

60 seats at the facility, 53 remaining for online registration.

Registration Information:

[Click here to register online now!](#)

Sponsoring Division:

FAASTeam & Portland FSDO
Contact Information:

Ray Steinmeyer
Phone: (207) 441-2397
pipercolt@fairpoint.net

Additional Event Information & Acknowledgement of Industry Sponsor(s):

This seminar will be held during the annual Bowman Field Fly-In.

Sponsored by the Bowman Field Flying Club.

Given a few simple precautions, flying through the high country is not difficult, and can be conducted safely by even the novice pilot. For those of you who have not really encountered anything like a mountain in your flying career, don't miss this opportunity. Follow a few simple rules and enjoy some of the most spectacular scenery you will ever see in your life; and do so safely. Learning the basic skills of mountain flying is fundamental to safe operations and the subject of this safety briefing.

Next Meeting

Our next meeting will be held at Pittsfield Municipal Airport (2B7) on **Monday, Aug 19 at 6:30 pm**. A cookout is planned so, bring your appetite.