



Chapter 736 Newsletter for February 2013

Maine Aviation Forum

This year's Maine Aviation Forum will take place on Saturday, February 23rd at the Owls Head Transportation museum (foul weather date - Sunday, Feb 24th).

Registration will begin at 9:30 am.

Coffee, doughnuts and lunch will be available for nominal fee. Please let Duke Tomlin know if you are planning to attend as soon as possible so that a reasonable head count for lunch can be determined at

duketomlin@myfairpoint.net

This is the annual gathering of Maine based aviation organizations and those involved in flying here, where we share who you are, what you've done, what you're going to do and what you think the rest of us should know.

Our chapter is handling the lunch duties. If anyone is willing and able to offer assistance with this task at the forum, please let us know.

EAA's 'Rally Congress' Offers Direct Link on GA Issues

EAA is creating a more effective way for members to contact their congressional representatives and alert them to key GA issues through EAA's new "Rally Congress" website.

Rally Congress highlights the top issues from EAA's advocacy office that need direct member interaction with U.S. Senate and House of Representatives. It provides EAA members with background on these issues and even a method to find the senators and representatives for their state and district.

When an issue needing EAA-member input to Congress emerges, EAA headquarters will alert members through *e-Hotline*, EAA.org, or - if time allows - through *EAA Sport Aviation* magazine. Members can then log into the website, find the specific issue and EAA's position, and use that information to directly contact congressional representatives with the information.

The Rally Congress website is secured to prevent unauthorized use of members' information or spam to their individual e-mail addresses.

EAA Reports Progress on NTSB Recommendations

EAA Chairman Jack Pelton [submitted a letter](#) to National Transportation Safety Board (NTSB) Chairman Deborah Hersman detailing progress on the NTSB's four recommendations to EAA for improving the safety of homebuilt aircraft.

The NTSB recommendations were part of its May 2012 safety study, *The Safety of Experimental Amateur-Built Aircraft*, and in most cases targeted EAA safety initiatives that were already under way.

With the publication of its list of [Letter of Deviation Authority \(LODA\) holders](#), EAA has already completed one of the recommendations in full. Pelton noted, however, that EAA is working with the FAA to not only expand the availability of quality transition training, but also to develop a protocol by which a second pilot may accompany the pilot in command during Phase I testing.

EAA is also well on its way to accomplishing a second recommendation with the formation of the [Type Club Coalition \(TCC\)](#). The TCC is tasked with creating and promoting training resources and best practices for flight operations with each type of aircraft. The TCC has enjoyed an enthusiastic response, and now encompasses 22 member organizations. The TCC is expected to begin producing written training materials this year.

In response to the NTSB's recommendation that EAA support and promote flight-test training, Pelton outlined plans for an online flight-test course currently in development, as well as efforts to both improve EAA's Flight Advisor and Technical Counselor programs and explore the possibility of kit manufacturers offering guidance on flight-test procedures. In addition, the letter cites EAA's recently expanded Advocacy and Safety section in *Sport Aviation*, featuring a monthly column by test pilot/astronaut/homebuilder Charlie Precourt.

EAA expressed concern over the cost and liability implications of the recommendation to promote the use of electronic data recording in homebuilt aircraft. Additionally, EAA believes the NTSB may be overestimating the prevalence of instrumentation capable of supporting such data collection in experimental amateur-built aircraft. Nevertheless, Pelton stated that EAA is willing to support the development of standards for electronic data recording in a way that is beneficial and not burdensome to builders.

Finally, Pelton reaffirmed EAA's commitment to GA safety and noted a common goal with the NTSB.

FCC Seeks More Comments on 121.5 MHz ELTs

The Federal Communications Commission is reopening a prior ruling on 121.5 MHz emergency locator transmitters (ELTs) to generate additional comments on their appropriate treatment under Part 87 FCC Regulations.

In the [Third Report and Order](#), which resulted from a January 10, 2011 proceeding, the FCC amended Section 87.195 of its rules to prohibit the certification, manufacture, importation, sale or use of 121.5 MHz ELTs. It adopted this amendment because, among other reasons, the international Cospas-Sarsat satellite system, which relays distress alerts to search and rescue authorities, stopped monitoring frequency 121.5 MHz on February 1, 2009.

The FCC is seeking additional comments on the proper timing and implementation of a 121.5 MHz ELT phase-out and transition to 406 MHz ELTs..

Specifically, the FCC is requesting comments regarding the following potential actions:

- No FCC certifications on new models of 121.5 MHz ELTs in light of the superiority of 406 MHz ELTs.
- Prohibiting further certification of 121.5 MHz ELTs immediately upon the effective date of any 121.5 MHz ELT rule amendments adopted as a consequence of this Third FNPRM.
- Prohibiting continued manufacture, importation and sale of existing 121.5 MHz ELT models beginning one year after the effective date of any 121.5
- Adopting a specific date to prohibit the continued use of 121.5 MHz ELTs in service.
- The costs associated with a mandatory transition to 406 MHz ELTs.

Comments may be filed electronically by accessing the FCC's Electronic Comment Filing System (ECFS) at www.fcc.gov/cgb/ecfs or the federal eRulemaking portal at www.regulations.gov. Filers should follow the instructions provided on the website for submitting comments. EAA will be filing comments in support of the continued use of existing 121.5 MHz ELTs before the close of the comment period.

Next Meeting

Our next meeting will be held at the Weathervane Restaurant in Waterville on Monday, February 18th

As usual, please arrive by 6:00 pm if you plan to have dinner so that the regular meeting can begin at 7:30 pm.