

CLALLAM COUNTY PILOTS ASSN/ WPA NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM
**However this month we will be meeting at Coldwell Banker
 7PM on October 18, 2012. Hope to see you there
 OCTOBER, 2012 ISSUE**

Officers

President	Jerry Nichols	452-5403
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	David Miller	452-7136
Board Member	Robert Hicks	452-9399
Board Member	Dava McNutt	460-7979
Board Member	David O'Donnell	417-4741
Newsletter Ed.	Gene Rimov	452-2806



**THIS MONTH'S MEETING WILL FEATURE
 DR. DAN MASYS ON VERTIGO
 SPACIAL DISORIENTATION AT
 COLDWELL BANKER**



Jordon Vaughan standing in front of the King Air that he and Dennis Toepke fly for Westport.

Thanking the Port Angeles City Council in advance...A

plea from a fellow aviator. E-mails ok, paper snailmail letters better!

From: "Jordon V"

<flybarrier@gmail.com>

Sent: Friday, September 21, 2012 8:33:31 AM

Subject: A challenge to William R Fairchild Pilots

Here is a copy of Jordon Vaughan's Letter

Fellow Aviators

Hello my name is Jordon, many of you I've met, I'm a pilot of a King Air here on the field in Port Angeles. As most of you know this Lincoln Park tree business is soon to be coming to a decision, which means the fiasco surrounding it should die down. I've one challenge to you before it is over and this may run contrary to a lot of your thinking on the subject. I'm challenging you all to write a letter to the city council thanking them; thanking them for going through this process with "your" safety in mind. They knew what they were getting into and never would have even considered entering into this whole mess if they truly didn't have your safety as a pilot in mind at the beginning (and that of your passengers of course). A letter would do a good job in showing that we do appreciate the effort and might even go as far as reminding them why they started this whole (god awful lengthy) process in the first place. I've placed the address to

the city council below and encourage you to take to pen and paper (or screen and keyboard) one last time. Be sure to tell them who you are, what you fly and even maybe a little bit of the type of flying. Please e-mail this to all the local pilots you know and those faithful passengers that understand why this is being addressed.

Port Angeles City Council
P.O. Box 1150
Port Angeles, WA 98362
council@cityofpa.us

SORRY WE WEREN'T ABLE TO GET THIS NEWS-LETTER OUT SOONER, but letters are one of the most effective ways to keep this issue on the front burner. We don't want further action to get stalled.Editor Gene

Thank you

Hey Gang, we've had a number of discussions about medical exams. As you know the FAA will now only accept online medical exams. So here is an explanation via AOPA. Your humble editor, Gene

Checking out on MedXPress as the paper form checks out

By Gary Crump

Hopefully, by now you're aware that on Oct. 1 the paper version of the FAA airman medical application will be retired and all medical applications will be completed online. The FAA's MedXPress went live back in 2007 to complement the hard-copy FAA Form 8500-8. However, the plan all along was to comply with federal guidelines to move to electronic documentation and phase out the paper form, and that time has come.

This really is a step forward for the FAA's record keeping and will result in greater efficiency of the agency in managing and processing airman medical records, and that will ultimately improve on the time it takes to approve deferred medical applications.

The process is relatively simple, and a very good user guide will help you through the registration and application steps. The first step, then, is to go to the [MedXPress](#) website. You will create an account and answer three security questions. You will need an email address, so if you don't have email, you will need to set up an account through one of the several free email providers such as Yahoo, Gmail, or Hotmail.

You will receive a confirmation of the account request, and a temporary password will be sent to your email that you will change to a password of your choice. Once that's done, you will click on "Form 8500-8" and start completing the application. If you have more than 20 minutes of inactivity while in the form, the session times out, but you will get a prompt to save your work, so be aware of the time so you don't lose your information.

When you have completed the application and are satisfied that all the answers are correct, click the Save button if you need to come back later to finish the application. If you are ready to submit, you can click the Show Validation Errors button and the form will validate your responses. Then, you type in your password at the bottom of the form and hit the Submit button. This serves as your "electronic signature," and your application is filed.

Finally, click on the Exam Summary button to print a copy of the application. You will see a confirmation number at the bottom of the page. Take that hard copy with you to the AME. The confirmation number is what the AME will need to retrieve the exam from the system and complete the process. You will also receive an email with the confirmation number.

Once you submit an application, you have 60 days to see your AME to finish the physical examination. If the AME doesn't

retrieve the exam using your confirmation number within that time, the exam will be deleted from the system and you will have to start over.

Next time you go back to MedXPress, your previously entered demographic information will be pre-filled, so that will save a little time. There is an FAA help line phone number if you get stumped; if you have general questions about MedXPress, contact the Pilot Information Center at [800/872-2672](tel:8008722672).

However, if you are an AOPA member, you can also get help

Toll-Free Pilot Information Center, 1-800-USA-AOPA (1-800-872-2672)

If you own an aircraft, you really should read the following info from AOPA. It won't hurt to review it either.

Editor Gene

Importance to Members

As of February 1, 2009, the international [COSPAS-SARSAT](#) satellite system discontinued satellite-based monitoring of the 121.5/243-MHz frequencies, in part because of a high number of false signals attributed with these frequencies. While there's no requirement in the United States to replace the first- and second-generation 121.5-MHz ELTs, since that date, 121.5/243-MHz distress signals transmitted from ELTs operating on the lower frequency are only detected by ground-based receivers such as local airport facilities and air traffic control facilities or by overflying aircraft. It is important to note that existing 121.5-MHz Lets, although still legal from the FAA's perspective, provide very limited assistance if an aircraft crashes, especially in a remote location.

APE opposes any attempt to mandate or otherwise require the replacement of existing 121.5/243-MHz Lets with 406-MHz units. APE recognizes the benefits that can be derived from the advanced Lets available today. However, the benefits of advanced Lets must be balanced against cost and the needs of the individual aircraft owner. APE supports the installation of these more advanced Lets on a voluntary basis.

As always, feel free to call Ape's Pilot Information Center at 800/USA-APE with questions.

Overview

Lets are emergency transmitters that are carried aboard most general aviation aircraft in the U.S. In the event of an aircraft accident, these devices are designed to transmit a distress signal on 121.5, 243.0-megahertz frequencies (and for newer ELTs, on 406 MHz). Currently, ELTs are required to be installed in almost all U.S.-registered civil aircraft, including general aviation aircraft, as a result of a congressional mandate. The ELT hibernates in the tailcone of most general aviation aircraft. The danger of its "out-of-sight, out-of-mind" location is the possibility of missing an inspection that may alert the pilot of a potential malfunction.

Although most general aviation aircraft must have an attached operable emergency ELT, aircraft engaged in training operations conducted entirely within 50 nm of the departure airport are a notable exceptions. Other exceptions applicable to Part 91 operations are single-seat aircraft, flight testing, aerial applications, and ferrying flights. [FAR Part 91.207\(e\) and \(f\)](#) lists all exceptions.

ELTs must be inspected once every 12 calendar months for:

- Proper installation;
- Battery corrosion;
- Operation of the controls and crash sensor; and

The presence of a sufficient signal radiated from its antenna.

Technical Information

Batteries

The batteries must be replaced or recharged:

- When the transmitter has been in use for more than 1 cumulative hour; or
When 50 percent of their useful life (or for rechargeable batteries, 50 percent of their useful life or charge) has expired, as established by the transmitter manufacturer under its approval.

Removing the ELT

Pilots generally realize that an aircraft can be operated for up to 90 days with the ELT removed if a placard is displayed. We still see some violations in this area because of the following:

- Although the operator/pilot can change an ELT battery under FAR Part 43, Preventive Maintenance (more on this later), to remove the ELT or to leave the battery out requires an A&P logbook endorsement (weight and balance considerations), including the date of initial removal, make and model and serial number of the unit, the reason for ELT removal, and the placard in view of the pilot.

A ferry flight to a location where a repair could be made is allowed, but only if a repair could not be made at the departure location. Pilots have gotten into trouble on this when they flew either without having their mechanic complete the above process or flew after the 90 days.

ELT maintenance

Concerning ELT maintenance endorsements, battery life, and pilot-in-command responsibility:

- A 1994 regulation change, 91.207(d), requires a separate sign-off or annual inspection for the ELT. The mechanic actually makes a separate log entry about the ELT. This usually will occur at the same time of the aircraft's annual inspection, but it doesn't have to. The unwary pilot in command could miss the timing on this inspection and find himself in the same trouble as if he had flown with an airworthiness directive compliance time missed. As we know, the mechanic's signature at an annual is a statement of condition at that time and does not guarantee that everything will remain airworthy until the next annual.

Following directly from the above discussion, the unwary pilot can also miss the ELT battery replacement date. This is the "half-life" or FAR-prescribed replacement date, but very often this does not correspond with the timing of the annual inspection. It is the pilot in command's responsibility to know the replacement date; some owners will replace the battery early to coordinate it with the annual inspection. As mentioned, the pilot/operator can replace an ELT battery under preventive maintenance, FAR 43. This only holds true, however, for a battery with plug-in or snap-on connector replacement, one where no soldering is required. The pilot performing

this work has the same responsibility as a mechanic to make a log entry for the work and the new battery date, as well as perform a simple function test after the new battery is installed. This test should constitute simply turning on the unit with the toggle switch and listening on a com radio on 121.5 MHz for three sweeps of tone. For obvious reasons, regulations prescribe this to be done only at five minutes after the hour and only after coordination with any FAA control tower within line-of-site distance. Note: This simple pilot function test does not meet the G-switch/signal-strength test that a mechanic must perform and endorse annually



A good turnout of CCPA pilots and the community for the final presentation to the community of the Lincoln Park Project proposal on Wednesday, October 10.

Thanks to all CCPA members who have attended these Lincoln Park Project meetings. The final approval of this plan will be made on October 18 by the Parks Board. After this the city will hopefully approve the plan so that an EA can be done.



PROGRAMS:

Oct 18 Dr Dan Masys
Vertigo/Spatial Disorientation

Nov 15 Jordon
Vaughan Cockpit Resource Management

Dec 8 EAA Christmas celebration @ Cedars at Dungeness

Jan 17 Craig Gottshalk Oil and Your Engine

SAFETY BREAKFASTS:

October 12 & 26
Nov 9 & 30
Dec 14 & 28

Safety Breakfasts are held at Fairmont Restaurant, 1127 Hwy 101 W, Port Angeles on the second and last Friday of the Month.

Executive Board Meetings are held on the first Wednesday of the month at 7 PM at Coldwell Banker, 1115 E First St, Port Angeles. All CCPA members are welcome to attend.

Oct 3, Nov 7, Dec 5

October 2012

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3 Executive Board	4	5	6
7	8	9	10 Lincoln Park Project	11	12 Safety Breakfast	13
14	15	16	17	18 Dr Dan Masys @ Coldwell Banker	19	20
21	22	23	24	25	26 Safety Breakfast	27
28	29	30	31			

Other possible programs: Jerry has a list of AOPA Featured Interactive Courses. If you would like to have one of these in the future, talk to Jerry, 452-5403.

November 2012

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7 Executive Board	8	9 Safety Breakfast	10
11	12	13	14	15 Jordon Vaughan Cockpit Resource Mngmt	16	17
18	19	20	21	22	Safety Breakfast	24
25	26	27	28	29	30	

**Minutes CCPA Executive Board Meeting
October 3, 2012**

Executive Board Meeting minutes of September 5, 2012 were approved.

The Treasurer reports we have \$2,815.17 in our checking account.

Tentative programs for upcoming General Membership meetings are anticipated to be:

October 18th	Vertigo/Spatial Disorientation – Dr. Dan Masys**
November 15th	Cockpit Resource Management – Jordan Vaughn
December 8th	EAA Christmas Function – Cedars at Dungeness
January 17th	Oil and Your Engine – Craig Gottschalk
	AOPA Interactive Courses – Wings Credit

**** This General Membership meeting will be held at Coldwell Banker.**

We always need ideas/pictures for future programs and articles for the Newsletter/Wings. Jerry made the following suggestions and provided information on the following topics for future Newsletters:

- New medical applications need to be filed on MedExpress**
- ELT maintenance**
- 2013 Membership/Dues for WPA/CCPA**

The City of Port Angeles City Council meeting to discuss the Lincoln Park Master Plan is October 10th @ 6:00PM at Vern Burton. Mike will send out notices.

Changing the Executive Board meetings to first Tuesdays was discussed. It was decided to keep them on Wednesdays.

Jerry passed out a flyer that discussed AOPA Interactive Courses that are available on-line. We will pick a couple to be utilized as the program for future General Membership meetings.

Safety Breakfasts

October 12th and 26th
November 9th and 30th
December 14th and 28th

Next Board Meetings

November 7th
December 5th



**Doesn't
Anyone
Want
A CAP?**