

CLALLAM COUNTY PILOTS ASSN/ WPA NEWSLETTER

AUGUST EDITION, 2010

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM

**Only this month, August, we have to use the Big Screen so
WE'LL MEET AT COLDWELL BANKER, 1115 E 1st STREET, Port Angeles
Thursday, August 19, at 7pm**

Officers

President	Jerry Nichols	452-5403
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	David Miller	452-7136
Board Member	Blake Baumstark	457-4939
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

WASHINGTON PILOTS ASSOCIATION



Max Trescott is the author of an article appearing in Sport Aviation, August 2010 edition:

**Four Good Reasons
to Get an iPad**



Meet Tim Woolett, Our Guest Speaker for August

Tim will speak and demonstrate on Coldwell Banker's big screen. His subject: *Fun Websites for Pilots..* With the old briefing system essentially gone, pilots need to look for the latest flight information electronically. We've spent a number of meetings reviewing how to plan your flight electronically. However, the use of computers for aircraft use is rapidly evolving.

Max Trescott is recommending that you get an iPad for your aircraft. Programs such as Sky Radar, ForeFlight, My-Cast, and WingX, can give you all the latest weather while on route including terminal forecasts. Most have moving map displays. It may turn out that in the future software for pilots will be the same price as software for nonpilots. Just take your iPad home and do your planning there.

It will be interesting to see what websites Tim recommends that we visit.

**Federal Aviation ,
Administration**

Washington Headquarters Press Release

For Immediate Release

July 19, 2010

Contact: Les Dorr or Alison Duquette

Phone: 202-267-3883

FAA Finalizes Recurrent Aircraft Registration Rule

Continued on next page

WASHINGTON, D.C. -

In an effort to create a more accurate aircraft registration database, the Federal Aviation Administration (FAA) is requiring re-registration of all civil aircraft over the next three years and renewal every three years after that. The rule establishes specific expiration dates over a three-year period for all aircraft registered before Oct. 1, 2010, and requires re-registration of those aircraft according to a specific schedule. All aircraft registration certificates issued on or after Oct. 1, 2010 will be good for three years with the expiration date clearly shown, "These improvements will give us more up-to-date registration data and better information about the state of the aviation industry," said FAA Administrator Randy Babbitt. Current regulations require owners to report the sale of an aircraft, the scrapping or destruction of an aircraft, or a change in mailing address, but many owners have not complied with those requirements,

Re-registration of all U.S. civil aircraft by Dec, 31 , 2013 will enhance the database with current data derived from recent contact with aircraft owners. The new regulations also will ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed,

The schedule for re-registration and registration expiration is:

Re-registration and registration expiration

Certificate issued (Any year) Certificate expires Re-registration required

March March 31 , 2011 Nov. 1, 2010-Jan. 31 , 2011

April June 30, 2011 Feb, 1- April 30, 2011

May Sept. 30, 2011 May 1- July 31 , 2011

June Dec. 31 , 2011 Aug. 1- Oct. 31 , 2011

July March 31 , 2012 Nov.1 , 2011-Jan,31,2012

August June 30, 2012 Feb, 1- April 30, 2012

September Sept. 30, 2012 May 1- July 31 , 2012

October Dec, 31 , 2012 Aug, 1- Oct. 31,2012

.... Do you really understand this schedule?

**Re-registration rule adds cost, paperwork
AOPA disappointed in FAA's final rule
By AOPA ePublishing staff**

.... and AOPA's opinion

The FAA has released its final rule requiring the re-registration of all civil aircraft over the next three years and renewal every three years thereafter. In order to transition from the current non-expiring aircraft registration to one with a three-year expiration date printed on the certificate, the FAA is requiring all aircraft registered before Oct. 1 to be re-registered. Owners will be given a three-month window to comply, based upon the month of current registration. The FAA proposed a \$5 re-registration and renewal fee, but the FAA reauthorization bill if enacted as passed by the House authorizes the FAA to increase the initial registration fee to \$130 and re-registration and renewals to \$45.

AOPA submitted an alternative to the rule when it was proposed in 2008 that would have allowed the FAA a method to achieve the same goals without the expense of reissuing aircraft registrations; the association will watch closely for issues that may arise with its implementation. "We are disappointed that the FAA has chosen what may turn out to be a complicated and costly method of updating the aircraft registry," said AOPA Vice President of Regulatory Affairs, Rob Hackman. "AOPA will be monitoring the implementation of the rule closely and communicating with the FAA about any issues that arise." The rule is intended to improve the accuracy of the civil aviation registry database.

Currently there is a one time aircraft registration with a \$5 fee; the FAA attempts to update the aircraft registry with the use of its triennial aircraft registration report. The agency estimates that slightly more than one third of the current 357,000 registered aircraft or 132,100 are inaccurate. The new rule eliminates the triennial report and requires owners to re-register all aircraft and then renew their registration every three years. The rule estimates that the program will reduce the error rate to 5.7 percent. or 18,800 aircraft. The plan calls for the re-registration of all U.S. civil aircraft by Dec. 31, 2013. The FAA will cancel the N numbers of aircraft that are not re-registered or renewed. To ensure that their aircraft do not slip through the cracks, owners should check the FAA website now and make sure the FAA has accurate information regarding their aircraft.

AOPA supported enhancing the validity of the aircraft registry when the rule was proposed but expressed concerns to the FAA that any new requirements and fees not impose an unnecessary burden on pilots. The association suggested an alternative plan that would not have required expiring registrations.

August 19, Tim
Woolett: Fun
Websites for
Pilots

September 16,
Doug Sandau:
Improvements
in the Works at
KCLM

October 21,
Glenn Miller:
Recovering
from Unusual
Attitudes, AAL
Training Video

November 18,
Doug Sandau:
Bagdad Ex-
periences.

December ???
Christmastime
Celebration

August 2010

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3 Executive Board	4	5	6	7
8	9	10	11	12	13 Safety Breakfast	14
15	16	17	18	19 General Membership Fun Websites for Pilots Tim Woolett	20	21
22	23	24	25	26	27 Safety Breakfast	28
29	30	31				

Safety Break-
fasts are held at
Fairmont Res-
taurant, 1127
Hwy 101 West.
Port Angeles @
7:30am on the
second and last
Friday of the
month. August
13 & 27, Sept 10
& 24, Oct 8 & 29

Executive Brd
Meetings are
held at Coldwell
Banker 1115 E
1st Street, Port
Angeles, Sept 7,
Oct 5, Nov 2
**Board Meetings
are open to all
CCPA members**

September 2010

SU	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7 Executive Board	8	9	10 Safety Breakfast	11
12	13	14	15	16 General Membership Improvements for KCLM Doug Sandau	17	18
19	20	21	22	23	24 Safety Breakfast	25
26	27	28	29	30		

Olympia WA . . . Code name, "Area 52"

I am convinced; for this past legislative session the aliens had landed and they took over the minds of our elected officials in Olympia. Logic was out the door as they scrambled to cover a \$2.8 billion dollar deficit. What many pilots may not be aware of is that this was a supplemental budget. Next year this state will be faced with covering \$5.7 billion or more. But my favorite line from this session came from one Senator who said; "It is time to suspend the will of the people".

By now every aircraft owner and pilot in this state knows we dodged a bullet. We sank that legislative boat that came so close to crippling aviation. There were so many things wrong with the excise tax . . . just the fact that none of the money would go to support aviation made it wrong. And then, to spin this tax as leveling the playing field between the so called rich airplane owners and the boat owners when in fact we pay a factor 4 times greater than they do. This was really a bad idea . . . but it's not over . . .

Next fall these same folk will return to Area 52 intent on solving a budget deficit that is twice the size of this one. Over the next several months your board of directors will be asking for your input. We will be looking at all of the taxes we pay to the State of Washington. And we will be looking at how we fund our airports and aviation in general. Over the next moth I will be at several conventions gaining more insight from the various groups. So be prepared; increases are coming. We just want to make sure there is equality and we get back in kind what we pay for.

A second bill what started with a simple phone call was SB 6603. This was a land use bill with the intent of putting some teeth into the legislative action that passed in 1996. It was hoped that cities and counties would take serious their obligation to protect airports from incompatible encroachment. It was killed by the same Cities and Counties that have so violated airports in the past. There was one picture; the poster child for government doing bad things. Remember the day care center in Cashmere? That was so perfect!

We need your help! We need more pictures like Cashmere. We need pictures from every airport demonstrating bad things and we need the stories to go with them. We are going to build "The Book". This book will contain aerial photographs of every compromise to noise and safety since 1996. Remember, that is the year we assumed our problems were behind us. By the time the folks return to Area 52 for the next session I will personally deliver to each and every legislator their own copy of "The Book". There will no doubt just how susceptible the local elected have been to the greed of uncaring developers.

Finally, I do want to take a moment to thank each and every one of you . . . The WPA Membership. You sent hundreds / thousands of contacts to your legislators . . . there were phone calls, letters, emails . . . over and over again. The call would go out; more ammo, this time direct all fire at the Senate! And here would come another volley. You have no idea how much impact you had. Every lobbyist in Olympia, regardless of their position or issue said they were envious about the kind of support we put together. But the really big news has yet to be felt. There were a number of big guys; those 135 Turbojet owners. They discovered that we can actually work together . . . we made a pretty good team.

At the February Puyallup Aviation Conference and Trade Show the Washington Pilots Association joined forces with AOPA, WAMA, PNBA, NBAA, WA Seaplane Pilots Association, EAA, WASAR, San Juan Pilots Association, WA Aviation Association, Cascade Warbirds, and Angel Flight. (I know I am leaving someone out). The new group called the Aviation Coalition, headed by Ryan Zulauf, Renton Airport Manager and WAMA Pres, selected a simple mantra, "One message, and one voice"!

I was never more proud of our WPA members who delivered on message with strength and courtesy. You did great! And now we have the opportunity to go on the offensive. Give me your thoughts on how we fund aviation into the future and send me those photographs. With your help we will control our future!

John F. Dobson

State President

Washington Pilots Association



After some discussion both at our safety breakfasts and our board meetings, your editor has decided that more of Jeff Lustick's talk should be reviewed. Remember that one of the items checked for at ramp checks was proper equipment that was operating properly. Below is a list of equipment that your aircraft needs for VFR flight only. If you wish to find out what is proper equipment for IFR or helicopter operations, please look in your FAR/AIM.

What is not too unusual at board meetings is the appearance of one or two folks who are not members of the board. Tim Woolett and Bud Williams were interested attendees at our last board meeting. Also pictured are Dava McNutt, Mike Kitz, Jerry Nichols (hands are all that's showing, Bob Hicks, and Blake Bumstark. Both Gene Rimov and David O'Donnell are off to the left and out of the photo.

Any member of CCPA/WPA is always welcome to attend a CCPA board meeting.

e-CFR Data is current as of July 14, 2010

Title 14: Aeronautics and Space

PART 91-GENERAL OPERATING AND FLIGHT RULES

Subpart C-Equipment, Instrument, and Certificate Requirements

Browse Previous | Browse Next

I

§ 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates:

Instrument and equipment requirements.

(a) General, Except as provided in paragraphs (c)(3) and (e) of this section, no person may operate a powered civil aircraft with a standard category U.S. airworthiness certificate in any operation described in paragraphs (b) through (I) of this section unless that aircraft contains the instruments and equipment specified in those paragraphs (or FAA-approved equivalents) for that type of operation, and those instruments and items of equipment are in operable condition,

(b) Visual-flight rules (day), For VFR flight during the day, the following instruments and equipment are required:

- (1) Airspeed indicator.
- (2) Altimeter.
- (3) Magnetic direction indicator.
- (4) Tachometer for each engine,
- (5) Oil pressure gauge for each engine using pressure system,
- (6) Temperature gauge for each liquid-cooled engine.
- (7) Oil temperature gauge for each air-cooled engine,
- (8) Manifold pressure gauge for each altitude engine,

- (9) Fuel gauge indicating the quantity of fuel in each tank,
- (10) Landing gear position indicator, if the aircraft has a retractable landing gear.
- (11) For small civil airplanes certificated after March 1" 1996, in accordance with part 23 of this chapter, an approved aviation red or aviation white anticollision light system, In the event of failure of any light of the anticollision light system, operation of the aircraft may continue to a location where repairs or replacement can be made.
- (12) If the aircraft is operated for hire over water and beyond power-off gliding distance from shore, approved flotation gear readily available to each occupant and, unless the aircraft is operating under part 121 of this subchapter, at least one pyrotechnic signaling device. As used in this section, "shore" means that area of the land adjacent to the water which is above the high water mark and excludes land areas which are intermittently under water.(13) An approved safety belt with an approved metal-to-metal latching device for each occupant 2 years of age or older. ,
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- (14) for small civil airplanes manufactured after July 18, 1978, an approved shoulder harness for each front seat. The shoulder harness must be designed to protect the occupant from serious head injury when the occupant experiences the ultimate inertia forces specified in §23.561 (b)(2) of this chapter. Each shoulder harness installed at a flight crewmember station must permit the crewmember, when seated and with the safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. For purposes of this paragraph-
- (i) The date of manufacture of an airplane is the date the inspection acceptance records reflect that the airplane is complete and meets the FAA-approved type design data; and
- (ii) A front seat is a seat located at a flight crew member station or any seat located alongside such a seat.
- (15) An emergency locator transmitter, if required by §91 .207.
- (16) For normal, utility, and acrobatic category airplanes with a seating configuration, excluding pilot seats, of 9 or less, manufactured after December 12, 1986, a shoulder harness for-
- (i) Each front seat that meets the requirements of §23. 785 (g) and (h) of this chapter in effect on December 12, 1985;
- (ii) Each additional seat that meets the requirements of §23.785(g) of this chapter in effect on December 12, 1985.
- (17) For rotorcraft manufactured after September 16, 1992, a shoulder harness for each seat that meets the requirements of §27.2 or §29.2 of this chapter in effect on September 16, 1991 .
- (c) Visual flight rules (night). For VFR flight at night, the following instruments and equipment are required:
- (1) Instruments and equipment specified in paragraph (b) of this section.
 - (2) Approved position lights.
 - (3) An approved aviation red or aviation white anticollision light system on all U.S.-registered civil aircraft. Anticollision light systems initially installed after August 11, 1971 , on aircraft for which a type certificate was issued or applied for before August 11, 1971, must at least meet the anticollision light standards of part 23, 25, 27, or 29 of this chapter, as applicable, that were in effect on August 10, 1971, except that the color may be either aviation red or aviation white. In the event of failure of any light of the anticollision light system, operations with the aircraft may be continued to a stop where repairs or replacement can be made.
 - (4) If the aircraft is operated for hire, one electric landing light.
 - (5) An adequate source of electrical energy for all installed electrical and radio equipment.
 - (6) One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.