



The Leader In Recreational Aviation

Chapter 736 Newsletter for September 2007

FAA Reminds Us 121.5 ELTs Will Fade From Satellites

The day after the NTSB issued a recommendation that the FAA require that all aircraft be equipped with 406 Mhz ELTs, the FAA issued a safety bulletin reminding pilots that as of Feb. 1, 2009, search and rescue satellites will no longer scan 121.5. However, the agency doesn't seem to be in a hurry to require that the much more accurate and less nuisance-prone 406 models be made mandatory. While this debate has been going on for some time, the pending loss of satellite detection has raised some interesting questions among those who use the signals to find people. The Civil Air Patrol's [public forum](#) has no shortage of opinions, including the fear that search and rescue officials will grow complacent about 121.5 signals because so many are false. The 121.5 ELTs that most of us have are notoriously inaccurate and prone to false alarms, according to the FAA. The safety bulletin says 98 percent of alarms are bogus. The 406 ELTs include information about the aircraft in which they are installed in their broadcast, making it much easier for rescuers to determine whether an alarm is genuine. The consensus on the CAP forum is that 121.5 calls will still be answered but there will be fewer of them because of the lack of satellite coverage on that frequency. The military 243 frequency will also drop off the satellites.

Football fans be aware of stadium TFRs

Football season has started, and although pilots might like to get a better view of the game by flying low over a stadium, that would be an airspace violation. In an effort to help you avoid these areas, review AOPA's [list of stadiums](#), complete with the latitude and longitude location and sectional chart information. See the [blanket notam](#) for flight restriction details.

Operation Pumpkin Drop

Want something to do on Saturday, Sept. 22 that's a bit out of the ordinary? Head on down to Sanford Airport (KSFM) for the second annual rally of the Red Star Pilots Assoc. and Operation Pumpkin Drop II. The idea of Operation Pumpkin Drop participants is to drop 5 pound pumpkins out of their planes and try to hit a target moored

on Sanford's #1 Pond located in the middle of town. There will be a short aerobatics program after the "bombing" runs.

The Pumpkin Drop is scheduled for 2:00 p.m. on the 22nd with a rain date of Sunday the 23rd. Contact Steve Fox at 603-924-8660 if you want more info.

Upcoming FAA Safety Briefings

Topic	Approach and Landing
Date and Time	Thursday, October 25, 2007, starting at 6:00 pm
Speaker(s)	John Wood
Brief Description	Learn how to recognize and avoid the common mistakes leading to approach and landing accidents.
Location of Event	Falmouth Middle School 52 Woodville Road Falmouth, ME 04105
Directions to Venue	I-95 to Exit 53. Left at light. At next light, take right onto Leighton Rd. Go to end and take right onto Falmouth Rd. Go past town hall and take first left onto Woodville Rd. Middle School is ahead on left. (Go in main entrance and look for signs to classroom)
Fly-in Event?	No
Seating	50 seats at the facility
Sponsoring Division	FAASTeam, Portland FSDO
Contact Information	Lucky D'Ascanio Phone: 207-781-5253 x313 ldascanio@town.falmouth.me.us
Full Description	A disproportionately high number of aircraft accidents occur during the approach and landing phase of flight. In this seminar we will discuss the common mistakes that lead to approach and landing accidents, and the steps a pilot can take to avoid these situations. Come learn how to be a safer and wiser pilot. This is information every pilot needs.

Sponsored by Falmouth Community Programs.

New rules in works for GA pilots flying internationally

Planning to fly internationally? If U.S. Customs and Border Protection (CBP) has its way, you'll have to electronically submit a passenger manifest at least 60 minutes prior to leaving or entering the United States. Yes, this applies to short trips across the border with your family or friends.

The CBP's [proposed rule](#) released on September 11 is based on concerns of executives from the Department of Homeland Security (DHS) that the passengers on private aircraft should be checked against terrorist watch lists before exiting or arriving the United States.

Currently, GA pilots entering the United States give Customs 60 minutes notice by phone. Upon landing, pilots provide passenger information during a face-to-face meeting with Customs officials.

CBP would require GA pilots to file a passenger manifest and other information via its electronic Advance Passenger Information System (eAPIS).

There are also questions about the requirement to submit a passenger manifest and other data before leaving the United States. Currently, pilots leaving the United States are not required to submit any information to CBP.

The passenger manifest would be checked against a no-fly list, but the proposal does not address how passengers whose names match that of someone on the list will be handled.

Next Meeting

Our next meeting will be held at OWK on Tuesday, Sept. 18 at 7:30 p.m.