



The Leader In Recreational Aviation

Chapter 736 Newsletter for September 2008

Clarification of ELT Requirements

Several weeks ago the National Oceanic and Atmospheric Association (NOAA) sent out notifications to U.S. aircraft owners regarding upcoming changes in emergency locator transmitter (ELT) services. NOAA reminds owners that after February 1, 2009, satellite coverage of 121.5 MHz ELTs will end and that only ground-based monitoring will take place. NOAA recommends that aircraft owners transition to the improved digital 406 MHz ELT systems.

This has caused some confusion among aircraft owners, many of whom feel they are now *required* to upgrade to the 406 MHz units. This is not the case. The FAA has not made 406 MHz ELTs mandatory. There is no requirement in the U.S. to upgrade to the 406 MHz systems. Installing a 406 MHz ELT is solely an option at the discretion of the aircraft owner.

Note that Transport Canada will require 406 MHz ELT's at some point in the near future. So if your plans include flying to Canada you will need to upgrade the ELT in your aircraft regardless of what happens with FAR 91.207 in the U.S.

EAA: FAA's Proposal Would Adversely Affect Homebuilt Movement

The FAA has proposed a new policy that would overcomplicate participation in amateur aircraft building without solving the fundamental compliance concerns."

This conclusion of an EAA analysis document underscores the EAA community's call to action: [Tell the FAA](#) to enforce the existing amateur-built aircraft rules and to abandon its proposal that would impose new and complicated requirements for documenting and reporting an amateur aircraft builder's work.

"If adopted, the FAA's proposal would have a dampening effect on participation in amateur-building activities. That, in turn, would adversely affect kit manufacturers and suppliers of engines, parts, equipment, and accessories. A considerable segment of general aviation could experience a downturn," said Earl Lawrence, EAA vice president of industry and regulatory affairs.

Lawrence urges EAA members to voice their concerns to the FAA. Accordingly, [EAA is providing guidance](#) for members who'd like to write-in before the Sept. 30 comment-period expiration. A more [in-depth analysis](#) of the FAA's proposals and EAA's responses is also available.

The FAA's statements of concern have focused on some commercial practices related to kit design and commercial builder assistance that leave too few construction tasks to the amateur builder. A cornerstone of the FAA's proposed remedy would entail requiring amateur builders to ensure, and prove, that they performed at least 20 percent of the total construction tasks doing "fabrication" work, at least another 20 percent of total construction tasks doing "assembly" work, and at least another 11 percent of total construction tasks doing any combination of these kinds of work, adding up to a minimum 51 percent of total construction performed by the amateur builder.

"This would greatly complicate an amateur builder's compliance with the regulation, which simply states that the amateur or group of amateurs must perform a majority of the total tasks involved in constructing the aircraft," Lawrence said. "This proposed change would place a significant burden on our members who are building aircraft within the letter and spirit of the regulations while doing little to address the limited cases of excessive commercial assistance," he said.

Lawrence served as co-chair of an FAA-chartered aviation rulemaking committee (ARC) that studied amateur-building issues and rendered recommendations from August 2005 through November 2006. Today the FAA announced plans to reassemble the ARC beginning in October to provide additional input.

"Our involvement on the committee, combined with comments from our members, might help to steer the outcome in a better direction," Lawrence said. "We're counting on our members - and anyone who cares about the future of general aviation, for that matter - to raise a voice of concern," he added.

A Challenger Odyssey

Wilkes and Scott retrieved their Challenger fuselages last month. What follows are some photos of their journey with commentary supplied by Wilkes.



Bottom tarp on first, laced up like a sneaker



Took us 3 hours to load up the fuselages and boxes, and then to tie everything down securely for the 1300 mile journey home

And after all that...only a few miles down the road the wind ripped the sides our upper



tarp to pieces, and gouged holes at the corners.

Our heavy duty marine tarps weren't as heavy duty as I was lead to believe.

After applying 2 full rolls of duct tape and cutting away the torn sections, this is what it now looked like - about the homeliest thing on the road between Illinois and Maine!

Fortunately, it didn't rain on the way home.

And judging by the stares and open mouths from all who passed us, we were about the most interesting thing on the road as well

The tail sections lashed together formed what we referred to as a "stinger."

The fuselages were too long to fit entirely on the trailer, so we let the "stinger" hang out in the wind, hoping no one would rear end us (again!!)

A milestone for our journey.



At this point we felt we were almost home

Where the fuselage and boxes will remain for now to stay out of the rain

– until we finish the other wing so we can free up space in the garage.



Glad we live in a state where things like this don't matter!!

Next Meeting

Our next meeting will be held at OWK on Tuesday, Sept.16 at 7:00 p.m. We'll be having a small cookout with the meeting to use up remnants from the Fly-In.