



The Leader In Recreational Aviation

Chapter 736 Newsletter for July 2009

To all Members:

Details for the fly in August 1-2 are firming up and we need all the support you can give us. Please plan on attending the meeting in July, our final meeting before the Fly In. We will need a crew to assist in setting up our tents, etc on Thursday the 30th of July at 1 PM. That leaves us the day of Friday the 31st if we don't get everything done on Thursday.

First and foremost, get the word out, pass out brochures (See Wilkes at the meeting for those handouts) and tell other pilots to bring their planes to the Fly In.

Please help out, lets not make the same individuals that work hard at every Fly In do all the work at this year's event. See Wilkes, Mike, Al, Ed Roy or myself for info about how you can help and support your Chapter.

We need help in the kitchen. Volunteers and the current schedule are as follows;

Saturday August 1:

6 am - Jane and Wilkes Harper, Ben and Linda Brown

8 am - Bob Kravis

10 am - Al Yarberry

12 noon - Ben Brown

2 pm - Ed Roy, Bruce Patten

4 pm - Mike Watson

Sunday staff requirements will be discussed at the next meeting.

Obviously one individual cannot work that food trailer so we need another volunteer for each time slot.

Our chapter has over 30 paid members. If 50% of you can assist things would go much faster and smoother.

Please join us at the next meeting in July.

Ben Brown
Secretary, Chapter 736

GA emissions caps axed from House bill

As proponents of climate change legislation make cutting America's production of greenhouse gases a high priority this year, engine emissions—including those of general aviation aircraft—have come under scrutiny. But the House of Representatives removed a provision from its climate change bill that would have granted new authority to regulate aircraft engine emissions.

An early version of the climate change legislation would have given the Environmental Protection Agency (EPA) administrator the authority to set greenhouse gas emission standards for new aircraft and new aircraft engines, but the section was removed before the bill went to the floor. The House narrowly passed the bill before the Fourth of July recess, and the Senate has begun hearings that could lead to its own bill in the fall.

Emissions criteria currently exist for turbine aircraft but not piston-powered aircraft, which account for only one-tenth of 1 percent of transportation greenhouse gas emissions. The legislation that was passed does not introduce any new authority for setting emissions standards that would apply to piston-powered GA aircraft, although it would give the EPA administrator authority to establish provisions for averaging, banking, and trading of greenhouse gas emissions credits.

NASA developing ocean storm model

NASA announced that it will combine satellite imagery with computer models and artificial intelligence to come up with a system that will be able to warn ocean-going pilots of dangerous thunderstorm-related turbulence. The National Center for Atmospheric Research (NCAR) in Boulder, Colo., is a partner in the project.

The idea is to identify rapidly evolving storms and other potential areas of turbulence. Satellites to be used include NASA's Tropical Rainfall Measuring Mission (TRMM), Terra, Aqua, and CloudSat satellites. The information from them will be merged with NCAR's existing expertise in forecasting turbulence around storms, as well as in clear air.

The research project, set to begin tests next year, follows the crash of Air France 447. The Airbus involved in the crash is suspected to have encountered severe turbulence after penetrating thunderstorms off the coast of Brazil

Senate Bill Sets 2018 Target For NextGen

A bipartisan committee of senators has introduced an FAA reauthorization bill that sets 2018 as the deadline for GPS-based air traffic control through the whole National Airspace System. The bill was introduced by leading transportation and security committee chairs and will go to the Senate Commerce Committee for discussion before hitting the floor of the Senate. In addition to the clear direction to speed up the so-called NextGen program, the Senate bill addresses some near-term high-profile concerns,

including enhancing helicopter emergency medical services (HEMS), safety inspections of regional airlines and more scrutiny of airline pilots' flight tests and reviews.

The bill also tackles an issue that's filled the inboxes of aviation and mainstream media outlets for several years. The senators are proposing that airlines be forced to allow passengers to get off planes that have been delayed more than three hours. A spate of uncomfortable delays lasting up to eight hours a couple of years ago spawned a grassroots movement to end the practice of keeping pax bottled up in the aircraft during delays.

Next Meeting

Our next meeting will take place in Norridgewock at OWK on Tuesday, July 23 at 7:30 p.m.