



The Sky's the Limit

News letter for EAA Chapter 651 Volume 26 Issue 3

From the Prez

Meeting Notice:

**Meeting
at Jet Air
7:00 pm
March
10th**

What a great Chapter meeting we had for February! The award presentation was certainly something wonderful to have been a part of. A bit of trickery, for sure, to get him there but well worth the effort. We've heard of them around the country, but it's so much more meaningful when it's one of our local friends. I hope it's not the last one we get to participate in. The presentation by Wes was also a great one. Presenting on some timely and pertinent material, he always delivers a message that benefits us by way of safety and prevention. If we could only get the general car-driving public to view safety the way us pilots do, the world would be a truly pleasant place!

I've heard rumor that spring is near and that robins have occasionally been spotted, albeit wearing down parkas. While I truly love winter, I always look forward to the fresh greening of spring. No doubt more enjoyable for general pleasure flying, I would guess that many of us are waiting for mother nature to turn the thermostat up a bit so we can enjoy a flight on a clear spring day. If the air is a bit too brisk to head out to the hangar, why not use the next few weeks to brush up on the regulations or take in one of the online aviation safety courses. Or perhaps stop in at the airport to spend some time in a simulator; I suspect the weather would be sunny and 75 there!

The next meeting will be here before you know it. I'm looking forward to the updates on the newest in avionics and to see how things are going to look for the future. If you haven't been to a chapter meeting as of late, make this your month to come back and get reacquainted. For those that have been regulars, make it a point to encourage someone to return or to invite a new face. Until then, happy flying and safe travels!

EAA651

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EAA Chapter 651 Meeting Minutes

Meeting Date 1/ 10 /2014

Dustin Ridings called the meeting to order at 7:05 pm with 29 aviation enthusiasts in attendance at Jet Air GRB

Meeting Minutes:

The January Chapter Meeting Minutes were accepted as published in the newsletter

Finance Report:

The Treasurer's report was presented by Karen Kalishek was accepted as presented.

Correspondence:

EAA Speaker series February 20 on B 24 Liberator

Family Flight Fest EAA Museum March 1 and 2nd.

Committee Reports:

Al Timmerman reported Chapter 651 has 53 credits from Young Eagles which equals \$253.00 You need to fly ten Young Eagles to start credits.

Old business

Chapter board met before the 7:00 PM meeting to discuss where our meetings will be held in the up coming year. We asked Dave Clabots to see where the Nicolet Airport stands with storing our equipment cost of using the building fly outs. He will report at the March meeting.

New Business:

Next meeting discussion about the ADS-B Automated Dependent Surveillance Broadcast

Before the meeting Ken Goodman was presented with the Wight Brothers Master Pilot Award from the FAA.

Pictures on <https://www.facebook.com/EAA651>

The meeting adjourned @ 7:45 and turned over to WESLEY JON HAKARI from the FAA giving a safety "Wings" seminar on CRM .Meeting Minutes recorded by Alan Georgia

<https://www.facebook.com/EAA651> or eaa651.org

Send dues for 2014 to Alan Georgia, 620 Memory Ave. Green Bay, WI. 54301 with \$20.00

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Dues for 2014
\$20.00
Maybe sent to
EAA 651
C/O Alan Georgia,
620 Memory Ave.
Green Bay, WI. 54301

From Alan

We have the opportunity to have the EAA B17 here July 17-20. Rides, tours, whatever else we want. We made a lot of money for the chapter last time.

Do we have the volunteers to staff it. We can make more with food sales, etc.

Do we want to sponsor it, and promote it. Last time the complaint was not enough advance notice. We now have five months to plan.

Let's discuss on the 10th.

Congratulations

2/7 Steve Ramirez
CFI Reinstatement
CFII Certificate
2/14 Dan Kimmell
1st Solo
2/15 Todd Ward
CFII
2/16 Alex Gage
Commercial written 91%
2/18 Tom Olson
Sport Pilot written 100%
2/19 Dan Kimmell
1st Solo X/country
2/21 Tyler Fewins
Private Pilot written 92%

"How ADS-B Affects You: Understanding and Preparation"

Monday, March 10, 2014 at 7:00 PM

Topic: This program explains the 'hows and whys' of ADS-B as well as equipment requirements and real-world implementation issues.

Located at:

JetAir
1921 Airport Dr.

Green Bay, WI 54313

Directions:

JetAir
1921 Airport Dr.
Green Bay, WI

Description:

ADS-B requirements are not going away. Everyone who flies in controlled airspace is affected and needs to gain an understanding of how ADS-B works and how it affects them.

Learn what you need to know to prepare yourself and your aircraft to meet the upcoming ADS-B requirements. An FAA representative will provide an understanding of the system, features & benefits to pilots and technical requirements.

An avionics technician who is experienced with ADS-B compliant installations will discuss equipment compliance options, cost and timing.

From our friend Leon Sigman,

It's reality. When the subject is aviation, usually it's connected with the military. This was emphasized again when Commander "Sparky" Kreuser was impressively processed out of the Navy. In this case, the former airline pilot never landed on a carrier or wore wings of Navy gold. Years ago, Mark made the transition from the parking lot to the flight line at Magnus Aviation in Manitowoc. From there, instructor Jim Wheeler brought Mark into the Private Pilot world. I had a small part in the process, but more importantly, provided Mark with free advice, some wanted, some not, about life, love, flying, and Harley Davidson products. Mark accelerated his aviation career via "American Flyers" Chicago campus and returned to Magnus to work as a CFI, charter pilot, and aircraft salesman. All of the above was soon translated into a pilot job with Midwest Express, and other scheduled carriers.

Another insightfully correct decision was to retain his OCS commission, plus the degree earned at St. Norbert's College. This made him a "weekend warrior", a wise choice he'd never regret. If you're reading this story, you are related to aviation in some form or another and you've heard how glamorous airline flying is or isn't. Low pay, distant domicile, rate of advancement, and worst of all, getting up for work, when it's still dark.

Mark petitioned the Navy for active duty and soon found himself in Yemen as his first new assignment, then on to the Admiral's staff in Japan. If that wasn't enough, Lt. Kreuser lived in Turkey, working with that government in providing American weapon systems. The next step for the now Commander would be at the Great Lakes Naval Training Station just North of Chicago.

Great Lakes Training Center has the look and feel of a College which indeed it is. Everything from cooks to atomic reactor mechanics is schooled. For over 10,000 future sailors, Mark Kreuser was their mentor, guide, dean, and superior officer. This was Mark's last assignment whereas on 02/14/2014 he finished a 28 year attachment to the Navy. Judy and I attended the formal separation process. Throughout the ceremony, family, fellow officers and enlisted personnel commended Mark for a job well done. Reward after award including one more medal was easy to watch, but when he gave the final salute to the officer on deck, when he was given the flag that topped his office, when the boson's whistle was the last official Navy sound, there were lesser sounds of obvious sounds of suppressed sobs. It was over.

Mark still holds a comfortable seniority number from his last employing airline. They want him back. Life still allows him time and space for another career. For me, knowing Mark was yet another reward for being a flight instructor.

We wish him calm seas and fair winds.

Addenda: Besides the 10,000 future sailors in school at Great Lakes Naval Training Center, there are an additional 5,000 in boot training. At the end of WWII, Turkey was given four "Fleet Type" submarines that were built in Manitowoc, Wisconsin. Leon

FAA Seeks To Clear The Air About UAVs

Says Many Misconceptions Surround The Agency's Current Regulations

The FAA says there are a lot of misconceptions and misinformation about unmanned aircraft system (UAS) regulations, and has released a fact sheet that outlines its rules that currently govern the use of the aircraft. Have your pencils ready? Here we go.



Myth #1: The FAA doesn't control airspace below 400 feet

Fact—The FAA is responsible for the safety of U.S. airspace from the ground up. This misperception may originate with the idea that manned aircraft generally must stay at least 500 feet above the ground

Myth #2: Commercial UAS flights are OK if I'm over private property and stay below 400 feet.

Fact—The FAA published a Federal Register notice (PDF) in 2007 that clarified the agency's policy: You may not fly a UAS for commercial purposes by claiming that you're operating according to the Model Aircraft guidelines (below 400 feet, 3 miles from an airport, away from populated areas.) Commercial operations are only authorized on a case-by-case basis. A commercial flight requires a certified aircraft, a licensed pilot and operating approval. To date, only one operation has met these criteria, using Insitu's ScanEagle, and authorization was [limited to the Arctic](#).

Myth #3: Commercial UAS operations are a "gray area" in FAA regulations.

Fact—There are no shades of gray in FAA regulations. Anyone who wants to fly an aircraft—manned or unmanned—in U.S. airspace needs some level of FAA approval. Private sector (civil) users can obtain an experimental airworthiness certificate to conduct research and development, training and flight demonstrations. Commercial UAS operations are limited and require the operator to have certified aircraft and pilots, as well as operating approval. To date, only two UAS models (the Scan Eagle and Aerovironment's Puma) have been certified, and they can only fly in the Arctic. Public entities (federal, state and local governments, and public universities) may apply for a Certificate of Waiver or Authorization (COA). The FAA reviews and approves UAS operations over densely-populated areas on a case-by-case basis.

Flying model aircraft solely for hobby or recreational reasons doesn't require FAA approval, but hobbyists must operate according to the agency's model aircraft guidance, which prohibits operations in populated areas.

Myth #4: There are too many commercial UAS operations for the FAA to stop.

Fact—The FAA has to prioritize its safety responsibilities, but the agency is monitoring UAS operations closely. Many times, the FAA learns about suspected commercial UAS operations via a complaint from the public or other businesses. The agency occasionally discovers such operations through the news media or postings on internet sites. When the FAA discovers apparent unauthorized UAS operations, the agency has a number of enforcement tools available to address these operations, including a verbal warning, a warning letter, and an order to stop the operation.



Myth #5: Commercial UAS operations will be OK after September 30, 2015.

Fact—In the 2012 FAA reauthorization legislation, Congress told the FAA to come up with a plan for “safe integration” of UAS by September 30, 2015. Safe integration will be incremental. The agency is still developing regulations, policies and standards that will cover a wide variety of UAS users, and expects to publish a proposed rule for small UAS – under about 55 pounds – later this year. That proposed rule will likely include provisions for commercial operations.

Myth #6: The FAA is lagging behind other countries in approving commercial drones.

Fact – This comparison is flawed. The United States has the busiest, most complex airspace in the world, including many general aviation aircraft that we must consider when planning UAS integration, because those same airplanes and small UAS may occupy the same airspace.

Developing all the rules and standards we need is a very complex task, and we want to make sure we get it right the first time. We want to strike the right balance of requirements for UAS to help foster growth in an emerging industry with a wide range of potential uses, but also keep all airspace users and people on the ground safe.

Myth #7: The FAA predicts as many as 30,000 drones by 2030.

Fact—That figure is outdated. It was an estimate in the FAA’s 2011 Aerospace Forecast. Since then, the agency has refined its prediction to focus on the area of greatest expected growth. The FAA currently estimates as many as 7,500 small commercial UAS may be in use by 2018, assuming the necessary regulations are in place. The number may be updated when the agency publishes the proposed rule on small UAS later this year.

From Don Kiel,

This note is from Rep. Paul Tittel, Assemblyman from Manitowoc. He was the "lead" in the Assembly on a bill that I had introduced by Senator Joe Leibham about ten months ago. I asked Joe if he'd introduce a bill asking for a change to the Recreational Use Statute (RUS) 895.52 of the Wisconsin State Statutes. That statute relieves people covered by RUS 895.52 of the liability involved by allowing the public to use their property for covered recreational activities. There is a long list of "activities" included in RUS 895.52 BUT not "recreational aviation".

The whole process involved being drafted, a Senate Hearing, a Senate Vote, an Assembly Hearing, and finally an Assembly vote. I traveled to Madison twice to testify at both the Senate and then the Assembly hearing. Quite frankly it was very interesting doing such. (And yes, we did fly there for one of the hearings!!)

So, all that is left now is for it to be signed by Governor Scott Walker, I have attended numerous aviation functions where he was in attendance and I feel he is very pro aviation so that shouldn't be a problem.

So, stay warm and travel safe when warranted!!

Don Kiel