

__EAA Chapter 327 Newsletter__

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Link to the Website

<http://www.eaa327.org/>

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Next Meeting: February 21, 2008, **6:00 p.m.** at the U.D. Flight Center on the Dubuque Airport. Please note the meeting is an hour earlier to accommodate our speaker, Mr. Gary O'Neill from the Dubuque Tower. His presentation will detail the capabilities of the tower's recently installed radar so bring a pilot friend with you. It can't run longer than 6:45 and anyone who needs to can skip out afterward.

2008 Chapter Dues: What do you get for your chapter dues? If you haven't asked yourself that question, you really need to. After all, it is \$15 that you could otherwise be spending on avgas or one of your other vices.

First, there are expenses because we are an EAA Chapter, as opposed to being a flying club or a loose-knit bunch of irascible retirees who drink coffee at the same place.

But exactly what does your \$15 in local chapter dues buy for you? You support an organization that gives you choices, or options, to participate in social and aviation related activities throughout the year, educational events, and activities that volunteer club officers take their time to plan and prepare for you. Whether it's making arrangements for a speaker at a meeting, setting up a Young Eagles event, or arranging for the Christmas party, it takes an organization to offer you those choices. Try holding a Christmas party alone.

Granted, as a member, you can pick and choose the chapter activities you do and do not participate in. Perhaps you haven't enjoyed some past chapter activities? Some will continue for those members who do enjoy them, but the officers recognize there's a genuine need right now to provide a broader range of social and aviation related activities that appeal to more chapter members.

Just what they are or what those activities might be depends a lot on you. How about giving it some thought and giving the new officers a year to make being a Chapter 327 member more fun?

You're invited to suggest new activities in which you think other members might like to participate. You can come to a meeting but don't feel you must, you can just click here and e-mail your suggestion. eea327@netexpress.net For example, this month if you are a pilot or you know of anyone else who normally flies in the Dubuque area, the February meeting should definitely be worthwhile for the discussion of the tower's new radar capability.

Dues: If you still haven't paid your 2008 dues and you won't make the February 21st meeting, please send your \$15.00 check to:

DENNIS SCHARES
8912 JOYCE CT.
DUBUQUE, IA 52003

The dues deadline for this year remains March 20, the next regular meeting date.

Participation Opportunities: Two volunteers are needed to review the Chapter's 2007 financial transactions that occurred during 2007.

Young Eagles Weekend: Bill Fitch has volunteered to coordinate the first 2008 Young Eagles event coming up February 23. Bill has his ground crew lined up but is needing more Young Eagle candidates. Call Bill Fitch if you can arrange for any young persons who might like to take their first airplane ride. 563-557-9480.

Plant Tour, Autolite / Slick Magneto Facility, Rockford. The security clearance process is pending for the group touring the Autolite facility in Rockford, IL in early March. No date has been set and those involved are making transportation arrangements.

Plant Tour, Collins Radio, Cedar Rapids. This tour is in the early planning stages. More details will be available as they develop.

The Website Question. Mike Nickeson submitted the first correct answer to the latest question posted on the website and won \$10.00. A new question will be posted shortly after this month's regular meeting so be watching. It's an opportunity that's open to anyone, chapter member or otherwise, to sharpen their knowledge and possibly win a valuable prize. While you're visiting the website, check out the new pictures of Larry Mueller's Starduster Too.

Meeting Minutes: If you want to review the minutes from the regular meetings, they're on the 327 website on the "News / Newsletter" page. <http://www.eea327.org/Minutes/080117-M.pdf>

Myth: How myths start is always a mystery, but one in general circulation at the moment purports that volunteering @ Oshkosh during AirVenture qualifies the person for a lifetime EAA national membership. It's not true. Perhaps a local chapter someplace might waive chapter dues for their members who volunteer at Oshkosh but an EAA lifetime membership carries a \$975 price tag, volunteer or no volunteer.

Upcoming Events / Topic: Watch for further information on Chapter 327's participation in the Midwest EAA Chapter's Poker-Run. It's something new for our chapter this year. <http://web.mac.com/chapter60/poker/Home.html> Additional information will be presented @ this month's meeting and in the March newsletter.

The New Frequency in Town: Many of you already know this, but on February 1, 2009, satellites will no longer monitor your 121.5 MHz emergency locator transmitter. Other aircraft or a nearby ATC facility may be monitoring 121.5 MHz, but satellite coverage will cease. You'll still be required by FAR Part 91.207 to have an approved ELT firmly mounted in the airplane. Regulations do not stipulate on which frequency the emergency locator transmitter must transmit, only that you must have an approved unit permanently mounted in the aircraft.

The combined Russian – US satellite network, COSPAS – SARSAT, that currently monitors 121.5 calls, was developed to locate marine traffic in distress. Those satellites will continue to orbit as they do today but they will only monitor 406 MHz, a unique frequency dedicated to emergency beacons. Unlike 121.5 MHz that is a selectable aviation band voice frequency, 406 MHz is internationally protected as a distress frequency.

Also, unlike a 121.5 MHz ELT, each 406 MHz transmitter broadcasts a unique code registered to the owner. When a 406 MHz alert is received, a search and rescue organization can identify and quickly contact the owner to verify whether the alert is legitimate or accidental. This allows the search and rescue team to mobilize within minutes, as opposed to hours, of receiving an alert. Conversely, nearly 98% of all 121.5 MHz alerts are inadvertent activations so each must be authenticated before rescue efforts commence. You've heard it before, one of those ATC witch-hunts, "Do you guys have an ELT going off on the field there some place? Somebody says they've heard it since yesterday."

Here's an editorial opinion you may want to consider.

Right now a 406 MHz ELT for your plane will cost in the range of \$1,500 plus installation. Maybe the cost will decrease in the future but right now, that's the ante. If you ever need to depend on an ELT after January 2009, two factors come into play:

- Question 1. Will you be able to get out of the plane? and,
- Question 2. Will the plane catch fire, sink, or otherwise be totally destroyed?

If you get out and the plane remains intact, you could remain undetected for hours (perhaps days if you didn't file a flight plan) if you're depending on only your 121.5 MHz ELT and cell phone reception. If you're injured and can't get out but the plane remains intact, you're still in the same situation with your 121.5 MHz ELT pinging away but you'll be depending on another pilot to pick up your ELT and hopefully notify someone of your general location.

What if you answer 'yes' to both questions, you get out okay but the plane catches fire and the ELT is destroyed? No beacon alert and hopefully your survival kit wasn't neatly stowed away in the baggage compartment. (Most survival training teaches you to either wear a vest with your survival equipment or at least have your gear available in the cockpit and ready to leave with you.) Back to the possibilities, in the last scenario where the answer to Question 1 is no and the answer to Question 2 is yes, it won't matter too much what you have for an ELT, will it?

How about considering a 406 MHz personal locating beacon as an interim measure? You can wear it like an oversized cell phone so it gets out of the plane if you get out. Most PLB units also broadcast a GPS derived location that tells search and rescue your location within a few meters. Some units can also broadcast a 121.5 MHz homing signal to help direct rescuers to your location. And they're available for a few hundred dollars plus the PLB goes with you if for any reason you must leave the crash site.