

# Concho Valley Aviator

Monthly Newsletter, Chapter 493, Experimental Aircraft Association

## Refreshments

January  
February  
March  
April  
May  
June George & Martha Spinks  
July Norm Beauchamp  
August Al & Anne Elliot  
September Pat Nuytten  
October Bob Reese  
November David Weathersbee  
December Christmas Party

June 2010 Newsletter, San Angelo, Texas

## *June Meeting*

The June 2010 meeting will be on June 15<sup>th</sup> at 7:00 pm in the Mathis Airport Terminal Conference room. The program will be a Webinar (Web based seminar) from EAA HQ about the events and new features at Airventure 2010. Refreshments will provided by George and Martha Spinks.

Bill Yeates, Editor

## *Minutes*

The secretary, Richard Martin, was unable to attend, so Al Elliot took the minutes.

Minutes  
EAA Chapter 493 Meeting  
18 May 2010

President Pat Nuytten opened the meeting with a welcome to members and guests and introduced visitors David Lippe and Lewis Ivy.

Minutes of the April meeting were read and approved.

The report of the Treasurer was read and approved.

### COMMUNICATIONS:

1. Pat Nuytten announced that a FFAST program will be presented by John Boatright of the Lubbock FAA office on 24 May at 7:00pm in the Mathis Field Conference Room.
2. The chapter received two thank you letters for our donation of \$500 to the EAA Air Academy.

### OLD BUSINESS:

1. Activities associated with the Eldorado Airport (27R) Open House were discussed, including: Possibility of a Chapter 493 breakfast the morning of, and; A "Poker Run" round robin circuit ending at the Eldorado Airport.

Although the decision on the Poker Run was well-received, it remains under discussion until enroute stops are decided, volunteers to distribute cards at the stops come forward, and a date can be firmed up. Ducote-BigLake-Ozona-Sonora-Eldorado was generally considered a good route; this has the additional advantage of combining the breakfast with the first poker run 'stop'. The most likely date seems to be 23 October with 30 October as weather backup. The remaining obstacle is volunteer availability.

2. Pat invited all members to Johnny Williams' annual Father's Day BBQ on 19 Jun at Ducote Airpark. Always a great event. Snyder (Winston Field - SNK) has their Open House/Fly-In that morning, so there is a possibility of some members attending both.

NEW BUSINESS:

1. Chapter "Awards of Recognition" for constructing and flying a homebuilt aircraft were presented to Earl Berry, for his PA-18 replica and a Van's RV-8, and to Gerry Hatch for his Van's RV-7. Congratulations!!
2. Oshkosh bricks are for sale, to be placed near the Brown Arch, for various exorbitant fees.
3. Pat told a story about eating with Dick Rutan.

PROGRAM:

Pat presented the program--a 50 minute DVD from Airventure '09 Theater in the Woods, about the Hudson River landing. It was well-received.

The meeting was adjourned, after which delicious refreshments were provided by Don Treadwell.

-Al Elliott, temporary, one-time, non-voluntary minutes-taker

## *Showcase*

This month's showcase photo is a really unusual one. Taken at Airventure 2005, it shows White Knight carrying SpaceShipOne. The photographer was Larry Wedel.



Larry Wedel

*White Knight and SpaceShipOne*

Flying to become more expensive. Surprised?

From the FAA:

## **ADS-B Equipment Required in Next Decade**

Notice Number NOTC2314

### New Automatic Dependent Surveillance – Broadcast (ADS-B) Rule

On May 27, 2010, the FAA published new rules (contained in 14 CFR 92.225 and 91.227) mandating airspace and avionics performance requirements after January 1, 2020. The avionics perform a function that is generally known as “ADS-B Out” which transmits precise location and other information about the aircraft to ground stations and other ADS-B aircraft.

The ADS-B rule mandates ADS-B Out avionics performance when operating within the designated airspace, giving aircraft owners approximately 10 years to equip.

The ADS-B rule, like current transponder operating requirements, requires operators to have ADS-B Out avionics installed and operating in order to fly their aircraft in the busiest airspace, as described below.

Class A, B, and C airspace

All airspace at and above 10,000 feet MSL (mean sea level) over the 48 contiguous United States and the District of Columbia.

Within 30 nautical miles of airports listed in 14 CFR 91.225, from the surface up to 10,000 feet MSL.

Class E airspace over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles, at and above 3,000 feet MSL.

FAA Technical Service Orders (TSOs) describe the equipment approved for ADS-B operations. The ADS-B rule states that avionics must meet the standards of either TSO-C166b (for 1090ES link equipment) or TSO-C154c (for UAT link equipment). TSO-C166b is required in Class A airspace and either link can be used in all other airspace.

For more information about the FAA’s ADS-B program, visit [www.adsb.gov](http://www.adsb.gov)

From EAA HQ:

## The New ADS-B Rule; Where's the Pilot Benefits?

**June 3, 2010** — The FAA's ADS-B (automatic dependent surveillance – broadcast) final rule will affect pilots who fly in Class A, B, or C airspace. By the year 2020, any aircraft operating within that airspace must have a compliant ADS-B device in the cockpit.

However, under FAA's rule [released last week](#), there is no clear path to eliminate transponders when ADS-B is installed in an aircraft. They'd still be required along with ADS-B, potentially forcing pilots to maintain both systems. And the ADS-B system, as proposed in the FAA mandate, would not offer any additional benefits to pilots.

EAA has long favored a satellite-based tracking system, provided that it would benefit aircraft operators as well as the national airspace system. Unfortunately, FAA has only mandated what's called ADS-B (out), which sends tracking information to the air traffic system.

EAA has long held that the benefit to pilots would be from systems that allow us to receive traffic, weather, and safety information in the cockpit (ADS-B in). Without that element, the new mandate directly serves only FAA air traffic control.

“What this new rule does is shift the cost of aircraft tracking from the government's mammoth ground-based radar systems to the cockpit and the individual pilot,” said Doug Macnair, EAA's vice president of government relations. “It makes sense to migrate to new satellite-based technology based on ADS-B, which would replace existing transponders and encoders. But if the aircraft owner has to pay for it, pilots should also receive substantial safety and operational benefits.”

There's another catch to the ADS-B mandate: Right now there is no certified ADS-B unit available on the market. Rough estimates for the technology at today's costs are about \$8,000 per airplane.

“Unlike GPS units, which rely on satellite technology to bring positional information into the cockpit, ADS-B also sends information to the air traffic system. That means all systems must be compliant with ground and aircraft-based receivers, so FAA certification would be needed similar to today's transponders and encoders,” Macnair said. “The price of the technology is likely to dramatically drop in the next decade as new units emerge and competition develops in the marketplace. However, FAA should forward a plan to develop both ADS-B ‘in’ and ‘out’ standards, so the maximum amount of benefits to the pilot community can take place, incentivizing installation rather than mandating it.”

What does this mean in the short term for GA pilots? Probably not a great deal, given the 10-year implementation period. EAA recommends the following for its members:

*Don't be an early adopter.* With a 10-year compliance deadline, many technical and marketplace-driven advances likely will come that could drive down prices and improve features.

*Stay up-to-date on the issue.* This debate is far from over. Implementation rules can change, and EAA will continue to work with FAA and industry groups to bring the potential benefits of ADS-B ‘in’ to its members and all of general aviation.

ADS-B will serve as the backbone of what's often called “NextGen” for air traffic control. But that's only possible if the system provides benefits for everyone involved, especially the pilots who must bear the cost of the technology.



## *Upcoming Events*

Winston Field Fly-in, Snyder, Texas, June 19 2010

Father's Day BBQ, Johnny Williams Hangar, Ducote Airpark, June 19, 2010

EAA Airventure, Oshkosh, WI July 26-Aug 1, 2010

## *Classified*

**FOR SALE:** MEYERS 200A Continental IO 470D, King IFR, up-dated panel, 4-place, leather interior, good paint.  
Jim O'Hara, 325/949-3891.

**FOR SALE:** 1995 Challenger II Clipped Wing Special, Rotax 503, 300 hrs, Good condition but hasn't flown in a couple of years, so to be sold AS IS.  
Bill Yeates, 325/223/5072



##### SPREAD THE WORD #####