

CORBEN COURIER

Chapter Meeting May 18 at Rocky Rococo's



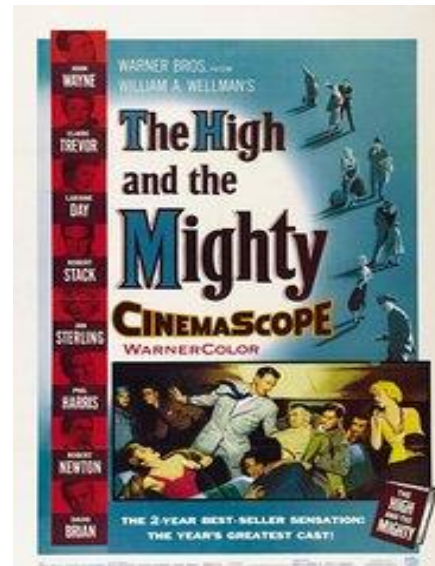
For our **Thursday, May 18, 2017** meeting, be prepared to step back in time. You are going to be transported back to the 1950s. Chapter 93 is proud to present a dinner and movie night at the Rocky Rococo's Party Pizzeria West, 7952 Tree Lane, Madison, WI 53717 (just off Mineral Point Rd. and Hwys 12/14).

Doors open at 6:00 pm. Meeting and movie at 6:30 pm.

Cost: \$5.00 per person at the door.

Rocky's has a full-size movie theater set up for dining. A dinner buffet will be served consisting of a variety of Rocky's famous pan style pizzas, thin crust pizzas, a full salad bar, fresh Italian bread sticks and soft drinks. *You may want to consider bringing a stadium seat or blanket, as Rocky's movie theater is set up with tables and chairs but not with movie theater seats.*

In the 1950s when you went to see a movie, you saw a cartoon, a short feature, and a full-length feature film. On May 18th, you will enjoy a cartoon from 1954, an aviation themed short feature from 1953, and the timeless classic aviation film "The High and the Mighty" starring John Wayne and Robert Stack, produced in 1954.



Nominated for six Academy Awards, "The High and the Mighty" will allow you to soar across the Pacific Ocean in a DC-4 on a Honolulu to San Francisco flight that takes a terrifying, suspense-building turn for the worse.

So, ladies and gentlemen, don't forget (if you're so inclined) to bring your loafers and letter sweaters, pencil or poodle skirts and saddle shoes, your appetites, and your interest in aviation when you come.

Every Chapter 93 and Chapter 1389 member on the email list should have received a blast email from the www.whoozin.com site the week of May 1st inviting you to register for this event. **The registration period is open**

May 1 to May 14. If you are receiving the Chapter newsletter by mail, you should receive a non-email notice to sign up for this event.

Note: Registration on the website is necessary so that we have an accurate count to provide to Rocky's. There is no ticket issued or provided by Whoozin and there is no payment on-line. You will receive an email confirmation from Whoozin when you successfully register on-line.

In response to several comments on the Whoozin site, EAA 93 does want to support members bringing friends, spouses/significant others and children to the event.

However, given that the invitations were extended to both 93 and 1389, if most members registered for the movie night, we may have capacity issues with the Rocky's theater. That is why we limited the initial registration to members only.

Our plan is to wait until May 8 and review the number of registrations at that time. If there are seats still available, we will send

out another Whoozin email blast, and open the registration to the member plus friends, spouse/significant other and children.

Remaining capacity will be on a first come, first served basis. Looking forward to seeing everyone and having a great night!

*Next up for our **Wednesday, June 21, 2017** meeting (Note new meeting date):*

Our first Chapter meeting as a merged chapter is Wednesday, June 21 6:30 pm at **Frank Smidler's** hangar at the Stoughton (Matson) Airport, 839 US Hwy 51, Stoughton, WI 53589 (2WI6).

For those flying in for this meeting, the Turf runway is North-South with Left Traffic and 2,500 ft. long by 100 ft. wide. Unicom 122.9. Google Maps Link: <https://www.google.com/maps/@42.9136131,-89.1862261,1283m/data=!3m1!1e3>

This should be a great time in a relaxed atmosphere just hanging with pilots and airplanes.

More details next month.

- Dean Zakos

Dear Chapter 93 members,

It was a cold winter night in our Chapter 93 clubhouse back in December, 2011. President Don Ripp stood before us, pensively scanning the room for a hand to rise from the group after he called for nominations for his successor. Eyes nervously shifted back and forth to see if there were any brave souls willing to raise their hand. The ensuing total silence was so complete that it seemed as though the sound of a pin dropping to the floor would startle anyone attending that meeting. During this unintentional "moment of silence" I found myself



thinking of Don's *deja vu* moment two years earlier when a similar situation occurred and he agreed to serve a second two-year term by default. Feeling Don was way past due for a well-deserved break from the responsibilities of president, something came over me and I found myself sitting there with my hand in the air. "I am willing to serve as your president if you will have me", I said to the members attending. Next, I remember there were a number of nodding heads, followed by the swift crack of Don's gavel and that was that - I was Chapter 93's new president!

Wow, the time sure has flown by during the last 5 1/2 years! Through your support I believe we have accomplished many great things for our chapter. We have touched the lives of thousands of people through the creation of Heavy Bombers Weekend, enabling our veterans and their families, along with the general public, the ability to experience thrilling aviation history come to life once again. This event has enabled our chapter to attain considerable financial resources that are critical for the sustainability of our scholarship programs and on-going obligations. Additionally, countless smiles have been pasted on the faces of the many Young Eagles we have created. A number of Corben Cadets have also received their wings over the years. We have enjoyed many wonderful meeting programs and social events together including our special 50 Year Chapter 93 Anniversary Celebration. Our chapter membership has grown nicely over the years with many new members eager to pitch in wherever possible. Speaking of members, who can forget the flight we arranged for our two centenarians, Fred Leidel and Warren Webster, in Ted Davis' biplane? How many EAA chapters have two members over 100 years young? Sadly, sometimes sorrow follows joy as we dealt with the passing of two dedicated members, Jack Jerred and Dick Hartwig. We sure miss them both.

As I think back on all that we have accomplished together as a chapter I find myself filled with pride from the support that all of you have given me. I am also tremendously excited about the incredible opportunities we have before us now that we have merged with Chapter 1389. The enhanced strategic vision, volunteer support and social opportunities that can now be realized are boundless. The sky is the limit for what we can do as a chapter with these tremendous resources. I can't wait to see everything blossom as we move our chapter forward together.

I would like to thank our Chapter 93 board of directors, namely Jim Lins, Earl Martin, Scott Nolinske, Jeff Plantz, Frank Smidler, Brian Terry and Dean Zakos, for all of their dedication and support that they have provided me and our chapter. I sincerely appreciate their guidance and great ideas that have, more often than not, been implemented for our betterment. Many thanks to Al Kurth for his tireless work as our newsletter editor. I would also like to thank my wife, Jill, for all of her patience and support while I worked on our various Chapter 93 initiatives. Lastly, I would like to thank all of you, our membership, for all that you have done to assist me and make my years as chapter president so rewarding. I know I can count on you for giving Roger Stuckey, our new president, that same support and enthusiasm. He is a great person and competent leader. Our chapter is in good hands, indeed!

With sincere appreciation,

Rob Tweed

HANDLING IN-FLIGHT EMERGENCIES: TO ADS-B OR NOT TO ADS-B, THAT IS THE QUESTION – Follow Up

By Dean Zakos



***Definition of an
“Excellent” pilot – “A pilot
who, when confronted with
an emergency or abnormal
situation, knows exactly
what to do.” –***

AOPA Air Safety Foundation

I received several questions from readers asking if I was successful in obtaining the FAA rebate I wrote about in my previous article relating to the installation of my ADS-B Out solution. I thought I would provide an update on my rebate experience. The rebate program ends on September 19, 2017.

This update is based on my efforts to receive the rebate. I have also included a few anecdotal accounts of attempts by other general aviation pilots to obtain the rebate. I don't know if my experience is typical of the vast majority of general aviation pilots seeking the rebate.

The rules regarding the FAA's ADS-B Out rebate can be found at:

https://www.faa.gov/nextgen/equipadsb/rebate/media/ADS-B_Rebate_Program_Rules.pdf

Application Process On-Line

My ADS-B Out installation took place in the month of January, 2017. I finalized the quote for the work in December 2016, having started the process in September, 2016. Knowing the install was scheduled for January 2017, I went on the FAA rebate website in early November and made my rebate “reservation,” receiving my Rebate Reservation Code by email from the FAA on November 7, 2016. You have a 90-day window from the time you make your rebate reservation and, once the Code is received, you have 60 days from the date you tell the FAA the install would be completed to conduct your Validation Flight.

If there are complications with the install (freight delays, bad weather, installer schedule overruns, etc.), I am sure you can talk with or email the FAA about extending the window if necessary. The installer estimated the work for my aircraft would take approximately two weeks to complete. They were on schedule with only a one day delay for a late shipped item.

The on-line rebate process was relatively simple and straight forward. You will need at the time you fill in the on-line form all of the information and specifications of your ADS-B Out solution, such as make and model number of the ADS-B Out unit and some of its features. The on-line form has drop down boxes and you identify your to-be-installed equipment from the drop-down boxes.

Validation Flight

I think the real challenge is not in filling out the rebate form, but in complying with the Validation Flight once the install work is complete. You are required to fly with your new ADS-B Out solution in ADS-B rule airspace for at least 30 minutes. Rule airspace (defined in 14 CFR Part 91.225) includes (partial list):

Class A, B, and C airspace;

Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area up to 10,000 feet MSL; and

Airspace from the surface up to 10,000 feet MSL within 30 nautical miles of certain busy airports (these airports are listed in Appendix D to part 91).

Your time within the Rule airspace must include at least 10 aggregate minutes of maneuvering flight. More details are described in AC 20-165B, which also indicates you should fly at different (but not specified!) altitudes. Note, however, that AC 20-165 also requires certain flight maneuvers but these maneuvers only apply to design approval of aircraft type certificates or supplemental type certificates – so they are not applicable.

In the May 2017 issue of *AOPA Pilot* at page 92 there is an article entitled “*Rebates Remain Available.*” It contains helpful advice in complying with the Validation Flight. The article suggests you wait two minutes after powering up your avionics before you taxi slowly on the ground in Rule airspace clear of any hangars or obstructions so that your equipment has a clear view of the GPS satellite constellation prior to takeoff. It also suggests you fly two right and two left 360 degree turns and vary the airspeed and bank angle. There are some stories out there suggesting that not all install shops are getting the initial installations right and thereby causing ADS-B compliance issues. Apparently, many pilots are having trouble complying with the Validation Flight.

I have a pilot friend who is located about 60 miles from Madison. He used the installer at KMSN for his install and applied for the rebate. When he picked up his airplane at KMSN his plan was to meet the Flight Validation by flying VFR in Madison’s Class C airspace prior to heading for home. I understand KMSN’s controllers had other ideas and advised him to exit the

Class C airspace prior to the 30 minute minimum. I don't know if he eventually was successful in obtaining the rebate. You may want to contact the Rule airspace air traffic controllers in advance so that you can work out the details of the required Validation Flight. I do not know if air traffic controllers are even familiar with the Validation Flight requirements.

If you are IFR rated and can arrange it, you may want to consider flying some practice instrument approaches and published missed approaches in VFR conditions in the Class C airspace to meet the Validation Flight requirement. The controllers necessarily will work with you, and shooting several approaches and misses should give you the requisite 30 minutes, 10 minutes of maneuvering flight, and flight at different altitudes.

ADS-B Out Rebate Program Not Going Well

The May 2017 *AOPA Pilot* article discusses “why rebate participation is languishing.” To date, fewer than 25% of the program's maximum of 20,000 \$500 rebates have been claimed.

In the April 2017 issue of *AOPA Pilot* at page 12, a letter to the editor written by a disgruntled pilot trying to comply with the Flight Validation requirements makes it abundantly clear that a Validation Flight can be a very trying experience. This pilot indicated he would pass the requirements in the air, but fail on the ground; pass the requirements at a Class C airport, but fail at his own uncontrolled airport. His install shop advised him to taxi faster and, when that did not work, to taxi “ridiculously” slowly. He ends his letter “This [rebate] is a scam! I'm done with it after two flights. I know several local pilots who need to upgrade, but give the rebate incentive no thought at all. I did, and now regret it. They [the FAA] can keep their money.”

My install shop confirmed it has heard similar complaints from its customers. The FAA, intentionally or not, has made the Flight Validation requirement confusing for general aviation pilots.

Also, I recently heard the FAA's ADS-B Out Rebate Program apparently excludes otherwise qualifying aircraft *if the aircraft is owned by an LLC*. This makes no sense to me, as many general aviation aircraft are not owned by individuals. If you were going to design a program to insure low participation, two good ways to do that would be to (1) make compliance with program requirements difficult and (2) intentionally rule out a large swath of potential participants!

My Rebate Experience

Happily, my own experience has been better. Since I had the work done at KMSN, I planned to meet the Validation Flight requirements simply by flying out of Madison and then flying in Madison's airspace as I took some VFR flights over the next few weeks after I picked the aircraft up.

If I had trouble, I figured I could try the IFR practice approach alternative. I had three VFR flights after install in about twenty days: the first was the departure after the install from Madison back to Morey Field; the second was a return trip to Madison from Morey Field to have some

non-ADS-B equipment I had installed tweaked a bit; and the third flight was from Morey Field to Racine's Batten Field flying through Madison's airspace on the way.

After each flight, I checked the FAA website for my Validation Flight status. You can check your ADS-B Out performance on-line. There are criteria in the computer-generated report (titled a "GA Incentive Requirements Status Report") relating to "Detection in Rule Airspace" and "ADS-B Rule Performance," in addition to "Rebate Status" and "Aircraft Registration" status. The Status Report after the Racine flight indicated I did pass the "ADS-B Rule Performance" criteria. The Status Report also indicated that I failed the "Detection in Rule Airspace" criteria because I was in Class C airspace for less than 30 minutes.

However, in the email with the Status Report dated February 13, 2017 for the Racine flight, the FAA advised me not to re-fly. Instead, the FAA indicated a Rebate Program administrator would manually review my aircraft's performance reports to determine if I could proceed with my rebate claim without the Incentive Code that is supplied with the Status Report when you pass all the criteria. The email indicated I would have a decision from the Rebate Program administrator within three business days.

One day later I had an email from the Rebate Program administrator. ADS-B Out performance was deemed acceptable and I was cleared to receive the rebate. The email was dated February 14, 2017. I immediately went to the Rebate Claim page and completed the rebate request. I did not need to supply an Incentive Code; only my Rebate Reservation number and other details were needed. My rebate was approved in an email from the FAA on February 14, 2017. The FAA said to expect a check in four to six weeks. In other words, the check is in the mail. Damn. So it goes.

Note: There is an error in my original article. I identified an *Avidyne* product in reference to a non-TSO'd product that (thanks to the EAA) the FAA now allows to be installed in production aircraft. I meant to say *Dynon*, and not *Avidyne*.

Note: I did get my rebate check.

Thank You

Thanks to Rob Tweed and Dean Zakos for contributing to this month's newsletter.

- Al Kurth

Chapter Resource List

Bill Rewey, EAA Technical Counselor, 608-833-5839

Chapter Officers & Committee Chairs

Rob Tweed, President, 608-213-8271, rbtweed@charter.net

Brian Terry, Vice President and Membership Coordinator, 608-220-4784,
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Jim Lins, Treasurer, 608-271-8079, jwlins@facstaff.wisc.edu

Earl Martin, Secretary and Young Eagles Chair, martine@splpharma.com

Scott Nolinske, Board Member at Large, 608-273-2586, scott.nolinske@gmail.com

Frank Smidler, Board Member at Large, 608-279-0531, fsmidler@stoughtontrailers.com

Dean Zakos, Board Member at Large, 262-498-0942, drzakos@sbcglobal.net

Calendar

Thursday, May 18, 2017, Chapter Meeting, Dinner and Movie Night at Rocky Rococo's Party Pizzeria West, 7952 Tree Lane, Madison. Showing: The High and the Mighty. Doors open at 6:00 pm; Chapter meeting and movie at 6:30 pm. Cost is \$5.00 per person for dinner buffet.

Wednesday, June 21, 2017, 6:30 p.m., Chapter Meeting – Hangar Hangout hosted by Frank Smidler at Frank's hangar, Stoughton (Matson) Airport, 839 US Hwy 51, Stoughton, WI 53589 (2WI6).

Sunday, July 9, 2017, 7:30 a.m. to 12:00 p.m. EAA Chapter 1389 Pancake Breakfast Fly-I, Morey Field, Middleton

Wednesday, July 19, 2017, 6:30 p.m., Chapter Meeting – Hangar Hangout hosted by Roger Stuckey at Roger's Hangar, Morey Field, Middleton

Friday-Sunday, July 21-23, 2017 – Heavy Bombers Weekend, Dane County Regional Airport

Monday-Sunday, July 24–30, 2017 – EAA AirVenture Oshkosh 2017

Thursday, August 17, 2017, 5:00 p.m., Sugar River Airport Fly-In hosted by Tom Kretschman.

Wednesday, September 20, 2017, 6:30 p.m., Chapter Meeting – Hangar Hangout hosted by Rob Tweed at Rob's Hangar, Dane County Regional Airport/Truax Field

Wednesday, October 18, 2017, 6:30 p.m., Chapter Meeting