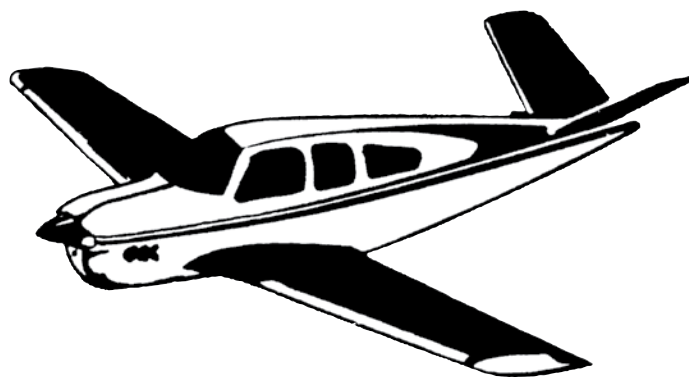


# Plane & Pilot News

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**Happy New Year!**



## Unique Schweiss glass bifold doors open new Kings stadium entrance - Think what they could do for you!

The \$507 million Golden 1 Center is a multi-purpose indoor arena also known as the Sacramento Kings Stadium, in downtown Sacramento, Calif. After a lengthy design and construction process, it was officially opened during a ribbon-cutting ceremony Sept. 30th that was attended by the teams owners, various political figures, current and former Kings players and former NBA Commissioner David Stern.

The 17,500-seat arena will host concerts, conventions and other sporting and entertainment events. It will have more luxury suites and a capacity that can be expandable to about 19,000 seats.

Schweiss Doors engineered and built five one of a kind bifold strap latch doors to be used at the stadium entrance. Three of these doors measured 29' x 41'5" and the other two were 29'4" x 41' 5". Each door is lifted by three 5 h.p. motors and



*The new Sacramento Kings Golden 1 Center seats 17,500 in its modern arena. Schweiss Doors engineered and built five bifold, strap latch main entrance doors made of a combination of steel and aluminum frames. Three of the doors measured 29' x 41.5' and the other two are 29.4' x 41.5' each with respective clear openings of 32' and 28.8'.*

©Paul Crosby Architectural Photography

the liftstraps are 6" width, compared to the usual 3" width. The doors, with glass, weigh in at about 28,000 lbs. each.

Three motors, housed in the ceiling require 480V, three-phase, 50-amp. electrical

power to raise the doors, quickly, quietly and safely. The doors are glazed with low-E safety-laminated glass. Three of the doors face down at a 10-degree angle to make them partly self-shading and to prevent

unwanted reflections. The doors can also be controlled by an iPhone app.

### How it all started

Design Principal Architect, Rob Rothblatt, from AECOM Architecture, and a draftsman came out to

the Schweiss door factory to get a better handle on how Schweiss designs and builds its doors and went over preliminary door details and the scope of the project with the Schweiss team.

Convincing enough they liked what they saw and returned back to California and reported what they learned from their field visit at Schweiss Doors to their team of at least five AECOM architects and draftsmen who spent even more time with the door project before making a final decision on the doors needed. Rothblatt was ecstatic with the outcome and elaborated on some of the challenges they were faced with.

Regarding the bifold doors, Rothblatt said: "We challenged Schweiss to do things they had never done before. One, they are canted on a 15-degree angle- they are not battered. They are not the same length, two of the doors are angled and

**Continued on page 9**

# “Because, I Say So”

Editorial Column by Beverly Hartong

## 2017 is Here!

Unbelievable! What happened to 2016? It truly seems like just yesterday we all welcomed in 2016. While it doesn't seem possible, 2017 has arrived!

We all like to make resolutions, but unfortunately we rarely follow through with them. What is a resolution? Well here is the definition in our use of the word:

**res-o-lu-tion - noun**

1. a firm decision to do or not to do something.

Why don't we follow through? Easy, we usually make them hard to attain or we don't make a plan to succeed. For example, if we want to lose weight, we need to not only say we are going to eat better but need to do meal planning, proper shopping lists and adjust our habits to include food preparation so that eating poorly is less likely. We also need to

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# Aviation Law

By William (Bill) Hayes

## Rules or Consequences, Medical Reform 2017



Bill Hayes

On July 15, 2016, President Barack Obama signed the third class medical reform into law as part of an FAA authorization extension bill, passed by the House and Senate days earlier. This came just hours before the FAA's authorization was set to expire.

From July 16, 2016 on, pilots who hoped to benefit from the new rules have been watching the aviation press to see how and when the FAA will publish the new regulations. It has now been over 5 months since the president has signed the bill and except for assurances from the FAA Administrator Michael Huerta that the FAA will publish the rules within the time constraints required by H.R. 636, no information has seeped out from the FAA regarding the proposed regulations. The original legislation which was part of a much larger bill, (H.R. 636) specified that the FAA has 180 days to do three things:

1. driver's License and have had a medical within the last 10 years and meet other requirements.

2. The Administrator must develop a checklist for an individual to complete and provide to the physician performing a comprehensive medical examination based in general on the third class medical examination form.

3. The Administrator is to identify medical conditions that AME's could approve without contacting the FAA Aerospace Medical Certification Division (AMCD) or an FAA Regional Flight Surgeon.

This third requirement, while important, is not really a part of the hoped for 3ed class medical reform.

By my calculations (as of the date of writing this article) the FAA has less than 30 days to get its homework done. I hope the FAA is not waiting until the last minute, like some columnists I know. Personally I think the FAA will get the first two items done on time. Not because the FAA is afraid of going to jail or even bad press, but if they don't create the new regulations they

lose the power to regulate this portion of medical certification.

So what do they have to do? By January 12, 2017 (Remember congress said 180 days, and you don't count the first day) the FAA must issue proposed regulations to effectuate the law passed by congress and create a checklist for pilots to take to their physicians to sign. They need to figure out how and when we start this 4 year process. Does it start after our last 3rd class expired or if it has expired do we have to see our doctor and "renew" before we fly? Does it start on the same day as our last medical? When? When? When?

You may ask what happens if the FAA does not publish the "Proposed Regulations" by January 12, 2017? Not much really. There are no consequences in the law. The consequences are in section 2307 (j) where congress has said that the FAA cannot prosecute a pilot who has meet, through a good faith effort, the applicable requirements established by congress. (Met with Doctor,

Continued on page 4

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# International Women's Air & Space Museum Presents New Exhibit

Pretty Purple Puddy Tat Mascot, Limited Time Only

The International Women's Air & Space Museum (IWASM) presents a new exhibit featuring the mascot of the late aviatrix, Tracy Pilurs. This will be the first time the stuffed cat has been on display.

Pilurs was an airplane builder and mechanic, flight instructor, and aerobatics champion. She took her first flight lesson at the age of 16, but didn't obtain her private license until the age of 30. By 1960 Pilurs had her commercial, flight instructor, and ground school ratings.

In 1962, Pilurs finished in 17th place in her first Powder Puff Derby. Around the same time, she was divorced and raising her six children alone. A year later, with the support of her children, Pilurs went on to place first in the 1963 Women's National Aerobatics Championships. As a family, Pilurs and her children built a Smith Miniplane that donned a color scheme of purple stripes on a white finish, in their garage. The plane was named the "Pretty Purple Puddy Tat", and a purple stuffed animal cat became the official mascot, which was put on display at various air shows and after competitions. That plane resulted in a first place win at a 1965 aerobatics competition.

By 1976, Pilurs had added multi-engine, helicopter, hot air balloon, and aircraft/powerplant mechanics ratings to her already growing list of accomplishments.

Following a critical automobile accident which left Pilurs unable to continue her flying career, the "Pretty Purple Puddy Tat" plane floated around to various places. In 1996, Pilurs donated the plane to IWASM, on agreed terms of no one every flying it again. Complete restoration of the plane was finished in 1999, two months before Pilurs

passed away from cancer. The "Pretty Purple Puddy Tat" plane is a permanent static display within the museum. Due to the fragility of the stuffed cat mascot, it will only be on display a limited time concluding on January 15, 2017.

The museum offers free admission. Exhibit hours are 8 a.m. to 8 p.m., seven days a week. Office, gift shop and research center hours are 10 a.m. to 4 p.m., Monday through Friday.

The International Women's Air & Space Museum is located in the terminal of Burke Lakefront Airport, only seconds from the Rock and Roll Hall of Fame and Museum and the Great Lakes Science Center. The mission of IWASM is to preserve the history of women in aviation and space and to document their continuing contributions

today and in the future. In 1986 the museum opened in Centerville, Ohio. IWASM was welcomed to the City of Cleveland, Ohio in 1998, where you will find their home at Burke Lakefront Airport. For additional information please visit [www.iwasm.org](http://www.iwasm.org).

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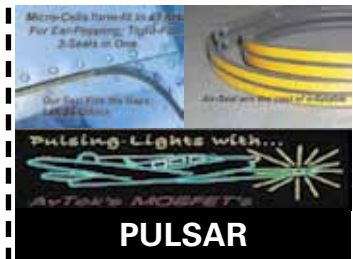


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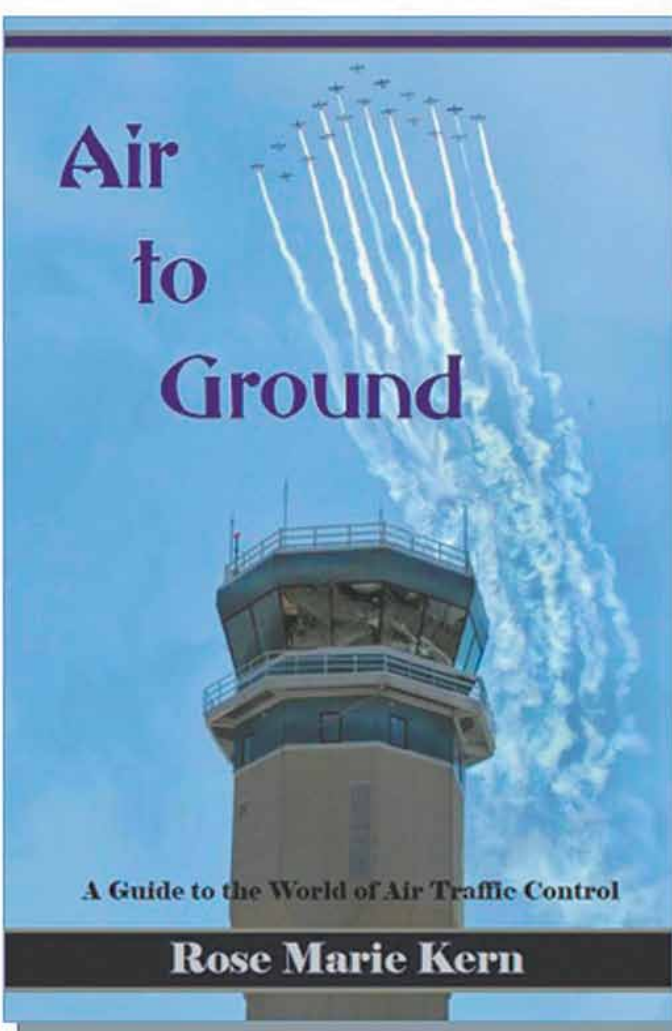
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Air  
to  
Ground

A Guide to the World of Air Traffic Control

**Rose Marie Kern**

## Air to Ground

### A Guide to the World of Air Traffic Control

For 11 years Rose Marie Kern has brought valuable information and insights to pilots about how they can best use the services provided by the FAA. *Air to Ground* is a compendium of her articles about Air Traffic Control, Aviation Weather, and the National Airspace System.

Rose explains why things are the way they are, and gives a face to the disembodied voice heard over the air traffic frequencies. The book holds a wealth of information valuable to pilots of all experience levels.

From clearances to search and rescue to aviation weather and much more, *Air to Ground* given insights into the Tower, ARTCC and Flight Service rules and requirements.

The book comes out in December 2016. To pre-order your personally autographed copy, visit Rose's website at:

[www.rosemariekern.com](http://www.rosemariekern.com)

# Sporty's Study Buddy – Now for Drone Pilots / no comments

Written test prep app joins popular Study Buddy line



Those studying for the FAA Knowledge Test to earn a Remote Pilot Certificate now have a great resource from Sporty's. Drone Study Buddy is a new app that includes study resources and interactive practice tests, with questions, answers and detailed explanations written by Sporty's team of flight instructors.

"This app is built on the proven and popular Study Buddy platform that has helped tens of thousands of pilots prepare for their FAA tests," says Sporty's Academy President Eric Radtke. "The Drone Study Buddy will prepare you for the Remote Pilot written like no other study tool available."

The app includes four sections that help

prospective pilots learn important information, then test that knowledge with interactive sessions.

**Study Resources** organizes a variety of review material, including the Small UAS Study Guide, the Small UAS Airman Certification Standards, relevant Advisory Circulars and helpful links.

**Learning Mode** allows you to create custom review sessions by selecting specific categories you want to review. Each session randomly generates the question order, and provides instant feedback based on your answer selection. Each question also provides a detailed description as to why each answer is right.

**Flashcard Mode** tests your knowledge by allowing you to only see the question without the answer choices. After answering the question mentally, you can then

select to show the correct answer, and self-grade your progress along the way.

**Test Mode** randomly generates a 60-question session from the entire database of test questions, simulating the real Remote Pilot test with a two hour time limit. After answering all the questions, you'll be given instant results, and have the option to review either all the questions, or just missed questions. Included in the review session are the same detailed explanations for why each answer is correct.

"We'll also give you a progress report so you can track previous test sessions and know what areas require more study on your part," adds Radtke.

Sporty's Drone Study Buddy App works on iPad and iPhone, and is available for \$19.99 in the iTunes App Store.

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## Playing to type



I hope you're already an AOPA member. I believe AOPA is a critical partner for any pilot no matter what or why you fly. With safety programs, advocacy, news, flight planning, insurance, financing, and so much more, there's no place you'll find more tools to help you manage and enjoy your flying. But for me, there's one more group that should be part of any aircraft owner's commitment to flying wisely and well, and that's the type

club.

Type clubs have in-depth knowledge about the aircraft they represent, and through the years I've belonged to many such clubs and visited even more. In just the past couple of years I've spent time with The International 180/185 Club, The Lake Amphibian Club, American Bonanza Society, Cirrus Owners and Pilots Association, Cessna 150-152 Club, North American Trainer Association, Citation Jet Pilots, TBM Owners and Pilots Association, and Pilatus Owners and Pilots Association, among others.

You don't necessarily have

to own an airplane to be part of a type club. In fact, I recommend connecting with the type club for any aircraft you fly regularly. Type clubs know and understand their airplanes like no one else, and they're more than willing to share that knowledge with the rest of us.

And when it comes to the quirks, challenges, or design oddities of a specific airplane, type clubs know the challenges and often have the solutions. They even work closely with the FAA to ensure the continuing safety of the fleet and often play a big part in the development of airworthiness directives

for their aircraft. Many type clubs also have newsletters, magazines, or other publications where they provide safety information and updates. And some, like the American Bonanza Society and the Cirrus Owners and Pilots Association, offer type-specific proficiency programs.

They're also great places to meet like-minded pilots and build your own aviation community. Many type clubs hold social and educational gatherings, whether that's a monthly seminar, quarterly barbecue, or annual convention. And lots of them

join in other community-building events, like the AOPA Fly-Ins.

I've made great friends and obtained potentially life-saving information through every type club I've ever been part of. Often, those ties are so strong that I stay involved with a type club even after I'm no longer flying that particular airplane. If you own an airplane, are thinking about buying one, or just fly a given make and model regularly, check out the type club. It's one more way to get the most out of your flying.



## Come fly with me

**AOPA's Fly-Ins have been a huge success—we've seen nearly 44,000 people and safely parked some 6,000 aircraft since they started three years ago—so we're making them even bigger for 2017, adding events, fly-outs, and a whole extra day of in-depth learning opportunities designed to refine your skills or teach you new ones.**

This year we'll host four fly-ins around the country, landing in Camarillo, California, April 28 and 29; Norman, Oklahoma, Sept. 8 and 9; Groton, Connecticut, October 6 and 7; and Tampa, Florida, October 27 and 28.

Unlike past years, each event will last two days, with in-depth full-day seminars on topics like aircraft maintenance, mountain flying, or overwater flying beginning at 9 a.m. on Friday. The exhibit hall and aircraft displays will also open earlier, giving you the chance to browse the latest industry offerings beginning on Friday afternoon. That evening, relax and enjoy food and entertainment at the ever popular Barnstormers party before retiring to a hotel or, better yet, camping under the wing.

Saturday will be similar to past AOPA Fly-Ins, starting with a pancake breakfast and continuing with seminars, exhibits, aircraft displays, entertainment, food, and an association update from President and CEO Mark Baker.

If you've been out of flying for a while, be sure to take part in the free Rusty Pilots seminar on Saturday morning. The three-hour interactive seminar counts toward the ground portion of the flight review and includes the latest information about third-class medical reforms. Rusty Pilots is designed to make it easy to return to flying after any length of break, from a few months to many years. Since we launched the seminars in 2014 as part of AOPA's You Can Fly program, they've helped more than 2,500 pilots return to active flying status.

The fly-ins will conclude at 3 p.m. on Saturday, leaving time for an organized fly-out where pilots can enjoy nearby attractions or put the skills they've learned to work.

I hope you'll plan to join us for one or more of our expanded fly-ins in 2017. Airplanes, pilots, and fun—I can't think of a better way to spend a weekend!

Mark R. Baker  
President & CEO, AOPA

\*For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to [www.aopa.org](http://www.aopa.org) today.

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# Fractured Flying Tales



by Steve Bill Hanshew

## The Year that was

As another year draws to a close, it's instinctual to look back over the previous year – to reflect. Robert Burns, the great Scot poet, wrote the poem “Auld Lang Syne” based upon an ancient phrase predating even his prose; a phrase meant to reflect upon things long past or more pointedly, for the ‘sake of old times’. It is this need for remembrance that causes us to pause and ponder. The spirit of Auld Lang Syne is a moment of reflection not only for the year past but for those souls departed during that year. As for aviation, we have much to remember and much to eulogize. 2016, saw an unprecedented, and for me, unbelievable rise in remote or drone technology. Who would have thought that in one short year what had once been viewed as a recreational fad, would become a commercial venture worthy of an FAA certificate. The fact that UAS enrollment in the college I teach in, easily outstrips private pilot program enrollment, still boggles my mind.

2016, was the year that heralded the final stages for implementation of one of the largest public service projects of our times – Next Generation Air Transportation System – that will eventually ditch microphones for scratch pads and make pilots what else – texters – OMG. The unfortunate fact is you won't be able to unfriend the FAA – LOL.

Since 1970 the original Jumbo jet, the B747, has been a feature of the airline industry. 2016, saw the last orders for what had once been the most successful of haulers of the modern jet age. As the Boeing whale faded from view, Space X

left planet Earth, delivered a satellite to space, and then successfully landed back on Earth in a conventional touchdown and not a splashdown, proving that the 1960s' Outer Limits show was prescient.

Some nut named Luke Aikins jumped out of a perfectly good airplane from 25,000 feet and after a two minute freefall landed safely in Simi Valley. Did I tell you he didn't have a parachute? You have got to love that.

The Solar Impulse made history when it completed an around the world 26,000 mile flight not on fossil fumes but rays, solar rays to be exact. Not to be outdone Facebook launched a 110 ft wingspan solar drone, designed to orbit Africa for months at 60,000 feet, providing 4G network coverage for Africa and most of the Middle East sans cell towers. Now everyone can like you on Facebook.

As the old year dies we tend to remember those we have lost and in aviation, a few greats have gone west. Legendary RAF test pilot Eric “Winkle” Brown died at age 97 having flown more types of aircraft than any other pilot – 487 to be exact, and also having performed more aircraft carrier “traps” (that's an arrested landing) than any other naval aviator in history.

Speaking of test pilots, how can we forget R.A. “Bob” Hoover – the pilot's pilot? I met him at the Airborne Express company airshow back in the 90s' and a true gentleman and legendary stick there never was. No pilot to this day tops the Shrike act.

Although not a test or airshow pilot, journalist pilot Charles Spence was an unflagging advocate for GA having lobbied Washington

for necessary aviation reforms via his columns in several well known papers and magazines. We'll miss his voice.

For me, the most recent death is one of the hardest to deal with. As a kid growing up with the space program, I knew the name of every Mercury astronaut and most of the Gemini and Apollo ones. High school teachers would wheel a mammoth TV (as big as a refrigerator) into the classroom on a cart. All studies stopped as we avidly watched every launch, knowing that what we were seeing would one day become future history we would pass on to our kids. So it is with sadness, that we say goodbye to one of the best-of-the-best – John Glenn.

Ohio is known as the State of Presidents having birthed 8 of the 44, but it can also boast 25 astronauts; fitting for the title “Birthplace of Aviation”. Besides Neil Armstrong, Jim Lovell, Charlie Bassett, and Judy Resnik, Glenn stands out

as the first Buckeye to orbit the Earth in a crude un-automated Mercury space capsule named “Friendship 7”. It was little more than a primeval crossover from airplane to spaceship littered with glass steam gauges and packed tighter than the proverbial mouse's ear. What is more noteworthy, John went back. In 1998, (while still a sitting Senator) John Glenn made history as the oldest astronaut to ever venture into space on the Shuttle Discovery. He was 77.

Hero has become a nebulous term in our current culture, ascribed to people who are less heroic and more notorious. Make no mistake

my friend, John H. Glenn was a hero. As we close the chapter on 2016, let us look to praise the positive while searching for new records to attain and new heights to ascend to.

Happy New Year!

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# AIR TO GROUND

BY ROSE MARIE KERN

## Don't Let ICAO Sneak Up on You!



Rose Marie Kern

For years now the FAA has been moving towards changing all flight plans, both VFR and IFR filed within the U.S. border to ICAO. A few years ago ICAO Flight Plans were required for IFR flights requesting RVSM handling, then it was required of all aircraft crossing the ADIZ. As of the end of January 2017, ALL flight plans will be required to use the ICAO form.

But it doesn't have to be painful. For GA aircraft doing VFR flights, most of the information entered into the current domestic flight plans is the same, it just looks a little different. If you call flight service, you give all the same information for all but three fields of the flight plan. What's new is the type of flight field, the wake turbulence category and the equipment field. There are a lot of extra fields in the bottom half of the flight plan – but they are not required for domestic flights.

Say you are going to travel from home to Oshkosh. You have a nice little one prop aircraft. Right now your flight plan looks like this:

VFR , N12345, C210/A, 145kts, Departing RWF, at 1300z, altitude 095, Route, Destination, ETE, Fuel, POB, Pilot Contact Info, and color of aircraft.

The ICAO form uses the same information in a different order, and adds fields for type of flight (G is General Aviation) and Wake Turbulence (in this case L for Light Aircraft) and Surveillance Equipment (usually Mode A or C).

N12334, VFR, G-(General), C210, L (light), SD, A, Departing KRWF, 1300z, N0145, A095, Route, KOSH, ETE, FUEL, POB, Acft Color and Pilot contact information.

Again, most of it is the same. The speed adds "N" for Knots and is 4 digits. The Departure and Destination airports include the "K" indicating these are airports inside the U.S. The Altitude begins with "A" if it is below the flight levels.

The departure, destination and alternate airports must use the K to identify them as U.S. airports. Smaller alphanumeric airports will not be picked up in those fields so you must use ZZZZ and then place the actual airport identifier in the OTHER INFORMATION field. (/DEP 5V5). Airports in the route field just use the domestic 3 letter ID.

The only real confusing bits are the changes to the equipment field. In the current domestic flight plan a slant is added after the aircraft type and one letter describes what you have. (C210/A, BE36/G) The ICAO form wants you to list all the equipment you have on the aircraft. Filing VFR means you can keep it simple, but where before you used /A to indicate your type of navigation equipment and what transponder equipment "talks" to the radars and satellites – now you have two fields with a lot of choices.

/A would translate as "SD" in the EQUIPMENT field and "A" in the SURVEILLANCE field. "S" means the aircraft has VOR, VHF RTF and ILS, and "D" for DME. The "A" means a Mode A transponder. /G is GPS and /N is Nil, which is used if you have no navigation equipment or if it is out of service.

Before such time as you are required to file ICAO, it would be good to study the options for those two fields. Drop-down lists are

available on the ICAO flight plans in the Flight Service PilotWeb site, the DUATS Site, and most of the private vendors. The options for both fields are also provided below.

There are several more fields on the ICAO form related to survival equipment or other data – these are entirely optional for domestic flights. The only other thing to know for a simple VFR flight is that if you have any remarks to list in the Other Information field, you must start it with RMK/. (RMK/PLA for practice low approach).

Change is not comfortable, but this one isn't really as tough as it seems at first. You can start filing ICAO for your VFR domestic flights right now if you want to. Within a few months it will be second nature.

**References:**  
[https://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/air\\_traffic\\_services/flight\\_plan\\_filing](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing)  
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If you have questions on this or other items related to ATC, contact Rose through her website, [www.rosemariekern.com](http://www.rosemariekern.com).

### Equipment Box (Check all that apply)

- N = NIL
- S = (VOR, VHF RTF, ILS)
- A = GBAS Landing System
- B = LPV (APV with SBAS)
- C = LORAN C
- D = DME
- E1 = FMC WPR ACARS
- E2 = D-FIS ACARS
- E3 = PDC ACARS
- F = ADF
- G = GNSS
- H = HF RTF
- I = Inert'I Nav
- J1 = CPDLC ATN VDL Mode 2
- J2 = CPDLC FANS 1/A HFDL
- J3 = CPDLC FANS 1/A VDL Mode A
- J4 = CPDLC FANS 1/A VDL Mode 2
- J5 = CPDLC FANS 1/A SAT COM (INMARSAT)
- J6 = CPDLC FANS 1/A SAT COM (MTSAT)
- J7 = CPDLC FANS 1/A SAT COM (Iridium)
- K = MLS
- L = ILS
- M1 = ATC RTF SATCOM (INMARSAT)
- M2 = ATC RTF (MTSAT)
- M3 = ATC RTF (Iridium)
- O = VOR
- R = PBN Approved
- T = TACAN
- U = UHF RTF
- V = VHF RTF
- W = RVSM
- X = MNPS
- Y = VHF with 8.33 kHz channel spacing
- Z = Other (COM/, DAT/ or NAV/ in Field 18)

### Surveillance Equipment (transponder or ADS-B)

- N = NIL
  - A = Mode A
  - C = Modes A and C
  - E = Mode S, ID, Alt and Squitter
  - H = Mode S, ID, Alt and Enhanced Surv
  - I = Mode S, ID no Alt
  - L = Mode S, ID, Alt, Squitter and Enhanced Surv
  - P = Mode S, Alt no ID
  - S = Mode S, ID and Alt
  - X = Mode S, no ID no Alt
- 
- B1 = ADS-B, Dedicated 1090 MHz Out
  - B2 = ADS-B, Dedicated 1090 MHz Out and In
  - U1 = ADS-B, UAT Out
  - U2 = ADS-B, UAT Out and In
  - V1 = ADS-B, VDL Mode 4 Out
  - V2 = ADS-B, VDL Mode 4 Out and In
  - D1 = ADS-C, FANS
  - G1 = ADS-C, ATN

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# FLYIN' AROUND

Jim Opalka

## Catch 22 (the movie), Airline Repos, Third and First World International Serious Flights or WHAT TO NAME THIS ARTICLE?

There is a certain irony in this brief article. In other words there is a catch-22, which is a sort of vicious circle. Or, if you're referring to the 1970 Paramount Pictures film *Catch 22* starring Alan Arkin, there is still a catch-22.

The film is based on a novel by Joseph Heller. If you have not seen the movie and then watch it and then read what I'm about to say, you are going to believe that I am ill-informed and/or crazy.

And here's what I'm saying. This satirical novel (some would say irreverent) a sort of dark and foreboding tale, is about a Mitchell B-25 crew during WW II. In particular it's about the bombardier of the 25, Captain Yossarian (Alan Arkin). This sounds serious. I mean it is a war. But the characters are beyond strange. They are out there where the busses don't run. And here's my point. This crazy story with its irrational and outrageous characters by many (we're talking scholars here) is

considered to be one of the greatest literary works of the twentieth century. You can really appreciate this statement after viewing the bizarre movie.

Here's an example of a *Catch-22* and in this case it just so happens to take place in the military. People are being killed in this war so Captain Yossarian has figured a way out. You can get out if you're crazy. So, here's a quote from Heller explaining the Captain's reasoning: "An airman would be crazy to fly more missions and sane if he didn't, but if he was sane he'd have to fly them. If he flew them he was crazy and didn't have to; but if he didn't, he was sane and had to." So what's an airman to do to get the hell out?

And one more. Some people name their child Major like Major Garrett on the 7 o'clock news. An officer in the movie was promoted to Major. His first name was Major. So naturally he became Major



JIM OPALKA

Major.

You are only allowed to wait in Major Major's office to see him if he isn't there, or something like that. It does get confusing. Anyhow, if you realize he isn't there for sure you can go right in. All of the above having been said about the movie, *Catch 22* comes into play at this point. Stick with me.

Jim Harjer (Capt. US Airways A-330, retired) is working on an F-1 Rocket, a homebuild kit. That's how I came to be aware of him at my home field at Pittsburgh - Butler Regional (BTP). I figure I'd do an article on the Rocket he is about to complete and fly. But then something happened. We talked. Jim and I spoke. His life in aviation lit up like a



US Airways Airbus A330-3

WWII 37mm flare gun to me, not unlike the one you might find on *Free Fast and Ready*, the nose art on one of the *Catch-22* B-25s used in the movie.

So it was a sort of innocent and less serious irony for me that I started out wanting to do an article this month on Jim's homebuilt. The catch was that instead of the Rocket, you're getting a catch-22, a brief story of Jim's aviation life. His life certainly was not a *Catch-22*, rather it was the very opposite.

For example, here's one of Jim's stories. His day starts out normally back in the very early part of his

flying career. He's at home with his parents in Detroit and the phone rings. It's Paramount Pictures. The conversation revolves around an offer for Jim. It probably went something like this: "Would you like to fly co-pilot in a B-25 for the movie *Catch-22*?"

Jim's answer went something like this: "Yes!"

The movie budget accommodated 17 flyable B-25s and an additional non-flyable hulk acquired in Mexico, where much of the picture was filmed. Curious that of the 1,500 hours the 25s flew; only 12 minutes

Continued on page 14



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# Unique Schweiss glass bifold doors open new Kings stadium entrance - Think what they could do for you!

Continued from page 1

three doors are straight, meaning they don't travel the same distance and they don't stack exactly the same way. We challenged Schweiss to make that work, and they did."

"Schweiss Doors gave the architects a set of budgetary numbers; they liked what we had and decided we were the best company to design these five large stadium doors for them. It was a very fun and uniquely formidable project. We have manufactured thousands of doors through the years and these doors were by far unique in so many ways; one being the doors were angled out from the stadium. Our Schweiss design team spent many challenging hours figuring out a method of closing the doors against the structure. We worked on the Kings Stadium door

project for eight months. We were honored and proud to have had the opportunity to do a Designer Door project of this magnitude at the Golden 1 Center; it's one of the finest modern state-of-the-art entertainment venues in the world."

### More challenges

AECOM's client wanted something uniquely Sacramento. A huge task involved replacing a failing mall and they needed to renew a failing business district for rejuvenation of the area. Secondly, it involved working with the wonderful temperature, being able to have indoor-outdoor expression and they needed to meet the stringent California Title 24 Energy standards that were fighting the whole thing.

"As you may have heard, we are the first LEED Platinum arena in the whole world. NBA Commissioner Adam

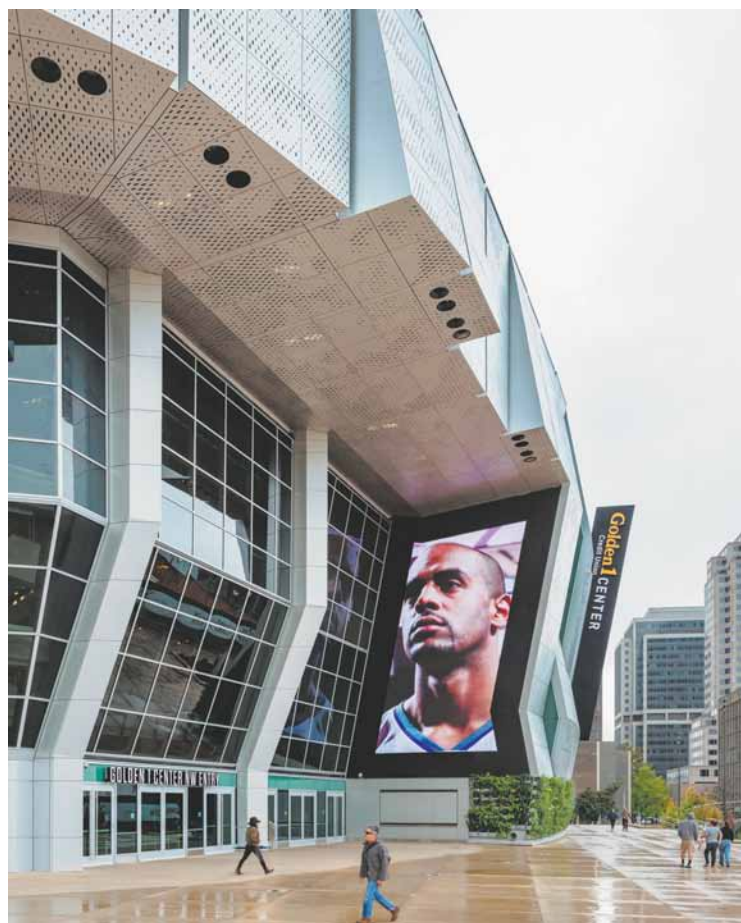
Silver said that Golden 1 Center is the "Gold Standard" of arenas, and Schweiss Doors is a part of that. No one has ever done an arena with doors like yours. The Vikings have these 90 ft. high swivel doors, but they are a very different thing," explained Rothblatt. "Part of being uniquely Sacramento is to be kind to the flora and fauna and celebrate farm to table and the delta. We are absolutely state-of-the-art in bird protection; it's partly because of your doors. That's one of the things the Vikings really failed on. We don't have any reflective glass. We have fritted glass and small panels that allow the birds to see ahead of them. The Schweiss doors are glazed with gray glass, so birds will never bang into them by mistake. We've had no crashes at all."

While they're technically doors, they will also be used

as windows, as another set of conventional doors at the base can handle foot traffic in and out of the arena. The first piece of the six-story, glass bifold door was tested over a couple of months time to make sure the door was properly functioning before glass

was installed by Bagatelos Architectural Glass Systems of Sacramento. The colossal doors take a little over three minutes to open completely. "Just knowing that I did these doors is what I like most about the doors. It was the first of its kind with the top-

Continued on page 14



Three of the doors face down at a 10-degree angle to make them partly self-shading and to prevent unwanted reflections. When open, the doors will allow the Delta Breeze to serve as a natural cooling system, pulling air in and down and then up through small vents found under the seats in the stands.

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# Catch 22 (the movie), Airline Repos, Third and First World International Serious Flights or WHAT TO NAME THIS ARTICLE?

Continued from page 8 were used in the movie. Talk about wasted fuel. But what fun. So Jim does this job for about 4 months in the front office of B-25s until the movie moguls no longer need him or the other pilots. So Jim continues his commercial flying career after leaving the set, or should I say the airport? There's mail carrying from 9PM to 2AM then back to the day flying job after catching a few winks. Finally he gets on with PSA (Pacific Southwest Airlines), which was eventually bought by US Airways. But here's the thing. He retires from that job after 33 cumulative years.

However, shortly after the retirement he started on a new flying career. That one lasts another 14 years. And tucked away in his life his son, a Naval Aviator, ends up flying as an Adversary Pilot in the famed Topgun Fighter Tactics Instructor Program. We're talking best of he best. Think 1986, Tom Cruise, and the Topgun movie.

Back to Jim. For 14 years he's getting calls to move aircraft all over the world, large aircraft like the Airbus A330, 320 then the Embraer 170/190 series. This beats going to Wal-Mart on Saturday mornings.

Added to this he did some instructing for US Air's Contract Training Program. And then back to the flying.

Destinations ranged from Dublin, Ireland to Mojave, California to Toulouse, France, and Barcelona and China with some acceptance flights to Brazil and many more countries – some of which I have never heard of.

Interspersed with the above were periodic aircraft repossession assignments. Jim explained that, "It's not like you see on TV. There are rules and safety precautions like authorized mechanics, airworthiness inspections, a DAR (designated representative) to sign off on a legit ferry permit."

In other words, it's not a kick the tire and light the fire deal. Far from it.

He also did do some work back when Mexicana

Airlines went out of business. Curious that it took three years for them to actually declare bankruptcy.

Anyhow, Jim has finally retired from all forms of the heavy metal flying and is concentrating on the F-1 Rocket. More about that in another article.

There are no Catch-22s in  
**Continued on page 23**



F1 Rocket from Wikimedia Commons



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# 2017 is Here!

Continued from page 2

get involved in some form of exercise. Deciding to either eat better or exercise is in itself a good resolution and while great for you, if losing weight is your goal you will need both exercise and diet to succeed. So if you only chose one - you are likely to quit and that resolution gets kicked to the proverbial ditch! Plan for success!

The same holds true with flying. Do you want to get that next rating this year? Do you want to become a better pilot? Both involve planning and deciding to spend more time flying and dedicating yourself to bettering and learning the skills to get that next rating. It also includes evaluating your skills and knowing where your weaknesses are and be willing to focus on them. Make sure you pick an instructor that matches your personality and not only encourages you but keeps you motivated towards your goal.


The main idea to keep in mind is that you are human and mistakes or wrong decisions are going to happen, that doesn't mean you have failed. You only fail when you give up and quit trying. Being willing to pick yourself up and brush off the dirt is part of the path of success. No one gets to their goals without a few bumps in the road.

Take a little time and really give some thought as to what your goal is 2017, then map your success. We both know 2017 will fly by and we will be wondering what happened soon enough, so you better get started!


Maybe your resolution is something easy like going to Sun'n Fun or AirVenture for the first time. That's easy: book a room and get your plane ready for a nice cross country. Both are great shoes to attend.

I wish you a Happy New Year and successful resolutions!!

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# FROM PROP TO TAIL 2017 - The Year of General Aviation



Tim Hartong

Hello everyone, I hope all of you had a wonderful Christmas. I also want to wish you a happy, healthy and prosperous 2017. We had a nice quiet and relaxing Christmas spent at home with our kids. Our Daughter Jamie and son in law Matt, drove in from Maryland to spend Christmas with Bev and I and our son Johnathan. We had a great Christmas together as a family, and we played lots of games and watched movies all weekend it was great family time. We all enjoyed our time together! Jamie & Matt got me a very interesting Christmas present that I will write about in an upcoming column, so stay tuned!

This month I want to talk about increasing the pilot

population. One great way of doing so is through flight scholarships. Flight scholarships are a great tool to get people who are interested in flying a chance to make that dream a reality. Scholarships help keep aviation moving in a positive direction. Believe it or not by helping scholarship opportunities grow you are helping yourself. The more pilots we have the cheaper flying becomes, the stronger our voice is and the best part we meet new people! Without helping to grow our pilot population with younger people our general aviation membership will cease to exist. We need to infuse ourselves with younger blood.

So as you can see

scholarships offer an important tool to increase general aviation, without scholarships our young new students can't afford to fly and take lessons. The scholarship makes learning to fly affordable and attainable. Here are few great organizations that provide flight scholarships: Sporty's Foundation and Sporty's Academy, they are both great organizations that provide many scholarships for pilot training. Visit Sportysfoundation.org for more information. Another local to me is East Central Ohio Pilots Association (ECOPA). We give about 3 - 4 scholarships a year ranging from \$2,000 down. More information can be obtained at: Ecopapilot.com. AOPA and EAA both have programs and again more information can be gathered at AOPA.org/flight scholarships.com. and EAA.org/flight scholarships respectively.

Another company, MyGoFlight has decided to help with the encouragement

of scholarships by starting a program called, Pilot One. This program helps link any and all industry businesses that would like to offer products, services, training, etc. to either be auctioned off or help create funds for scholarships or provide scholarship winners with added items to help them be successful. If you are interested in donating, or have a scholarship program that would benefit from Pilot One email them at: info@mygoflight.com or call Charlie Schneider at 303-364-7400 ext 111. They would be happy to help you help Pilot One!

I really hope all of you take a minute and try to find a way that you can help keep flying alive. There are so many wonderful organizations that you can donate to that put pilots and planes in the air. This year be an enabler; make the dream of learning to fly a reality for someone!

Let's make 2017 a banner year for General Aviation!

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# Unique Schweiss glass bifold doors open new Kings stadium entrance - Think what they could do for you!

**Continued from page 9**  
*mounted autolocks on these doors. It was hard because no one had ever done it before. They are fantastic doors that make the stadium top of the line. The doors make the arena - that's what everybody talks about. It was a one of a kind project that was hard from everybody's standpoint;* engineers, architects, installers - it was really challenging."

**- Bill Schmidt, CEO  
 Bill Schmidt Construction  
 Maxwell, Calif.  
 Installing the doors was also a challenge**

According to Bill Schmidt, CEO of Bill Schmidt Construction of Maxwell, California, installation of these five doors posed a real challenge. Schmidt's company has installed numerous other Schweiss doors over the years and is considered one of the best in the business. It was an install that they spent nearly three months on.

"It was pretty hard. We had to use a chain hoist and a forklift because of the weight limitations on the concrete. The plaza level is on the second story and it's just decking and concrete. We had six people at one

time drilling all the holes. The headers were box headers with center webs in them; we had one inch plate to drill through, three holes per bolt," said Schmidt. "The side rails were hard to do because the doors weren't vertical but leaning out 11 degrees. The engineers put thicker side rails on than normal."

Schmidt also noted that they had one of their most important safety guys looking over his work, resulting in a nightmare of paperwork. He had to have everything on paper - weights of every piece of equipment, steel, everything.

"Just knowing that I did these doors is what I like most about the doors. It was the first of its kind with the top-mounted autolocks on these doors. It was hard because no one had ever done it before. They are fantastic doors that make the stadium top of the line. The doors make the arena - that's what everybody talks about. It was a one of a kind project that was hard from everybody's standpoint; engineers, architects, installers - it was really challenging," added

Schmidt.

**Schweiss Doors was the premier choice**

"I looked at several door companies and in interviewing you guys (Schweiss), you basically said 'OK, you want something atypical, it's a challenge but we think we can do it,' Everybody else dropped out. Schweiss won the project by being willing to take the risk and doing something architecturally challenging. The other companies couldn't do a bifold door like Schweiss and they wanted to charge us \$60,000 upfront in engineering costs on a door they didn't even think they could do. We said no to the engineering cost," said Rathblatt.

"We also needed lights that could shine down on the plaza and the when the doors folded that was also perfect. We lobbed some grenades at Schweiss, and I'm very appreciative, it was a great experience working with Schweiss, and this is going to set the standard for some time to come. These doors are monumental; that doesn't mean they are large. The Schweiss doors were perfect. I say, let's make it

twice as big next time!"

Rothblatt, noted the huge mobile door panels are central to the architectural design and merge indoor and outdoor life while also self-ventilating the arena.

The Schweiss bifold glass doors highlighting the entrance to the stadium will allow the Delta Breeze to serve as a natural cooling system, pulling air in through small vents found under the seats in the stands. The bifold doors can open to turn the venue into an indoor-outdoor arena and the "smart turnstiles" will allow fans to enter at more than triple the usual speed.

"What I like most is that when you open the doors and stand on the balcony you don't know if you are inside the building or outside the building. That is just fantastic," commented Rothblatt. "Second of all, they are really dynamic, you watch them move, they

make it feel like something that is movable and mobile and what we think about as a 20th Century thing. They also have an industrial feel to them, which is perfectly cool for an arena. They look great. They are exactly what I was expecting and when they are closed they fit in really nicely with the quality of the rest of the building," said Rothblatt.

The Kings have had talks with the NBA about what conditions would need to be met before they could play a game with the open doors, but the team believes it will be able to control the temperature, humidity and wind well enough to make the conditions on the court comparable to a full indoor arena.

The team plans to hold its open practice with the doors open and could do the same for an exhibition game

**Continued on page 15**



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## Unique Schweiss glass bifold doors open new Kings stadium entrance - Think what they could do for you!

Continued from page 14 against a non-NBA team. The Kings also could open the doors for college or high school games in order to gather enough data to show the league.

The doors also will provide a unique setting for concerts as thousands of concertgoers will be able to stand outside and hear music from the plaza that will be connected to the 16-story mixed-use Downtown Plaza Tower.

**Greenest arena in world is powered by solar energy**  
Perhaps most important to Kings owner, Vivek Ranadive, are the environmental features that make it the first indoor venue to receive LEED Platinum certification - the highest level of recognition for environmentally conscious buildings.

The arena will be the first professional sports venue powered completely by solar energy. It is estimated it will save about one million gallons of water a year compared to a typical venue of its size.

Golden 1 Center has many first-of-its-kind features, along with some of the modern accouterments that have become commonplace. Smartphone apps will allow fans to order food or watch replays from their seats, giant screens to watch the game and high-

speed connections will let fans post photos almost instantaneously.

Befitting a team owned by a tech mogul who made his billions in Silicon Valley, the arena was built with enough technology to "future proof" it. It has enough bandwidth for a small city, allowing fans to post 250,000 Instagram photos per second and 500,000 Snapchats per second.

*"I looked at several door companies and in interviewing you guys (Schweiss), you basically said 'OK, you want something atypical, it's a challenge but we think we can do it.' Everybody else dropped out. Schweiss won the project by being willing to take the risk and doing something architecturally challenging. The other companies couldn't do a door like Schweiss and they wanted to charge us \$60,000 upfront engineering costs on a door they didn't even think they could do. We said no to the engineering cost! We lobbed some grenades at Schweiss, and I'm very appreciative, it was a great experience working with Schweiss, and this is going to set the standard for some time to come. These doors are monumental; that doesn't mean they are large. The Schweiss doors were perfect. I say, let's make it twice as big next time."*

**- Rob Rothblatt  
AECOM Architecture**

*Los Angeles, Calif.*

"We felt we had to set a new bar," Randive said. "We have to be cognizant of the kind of planet we want to leave our kids and next generations. This had to be the greenest arena ever built. I fully expect that arenas in the future will be even better, be even more sustainable. Hopefully what we have here is an example of how to build a great arena and still be responsible to the environment."

The arena is part of a \$1 billion development project that includes 1.5 million square feet of mixed-use property that will have a hotel, restaurants, retail shops, offices and condos. About \$500 million in outside investment is also expected in the area.

The arena will employ as many as 2,000 workers on event nights. Approximately 4,000 sheet-metal installers, electricians, plumbers and other construction workers have swarmed over the site since the groundbreaking. The city of Sacramento will pay \$18.3 million each year to help fund the Kings' new \$557 million downtown arena - a financial burden that won't expire until 2050. For more information about Schweiss Doors, visit [www.schweissdoors.com](http://www.schweissdoors.com) or email [schweiss@schweissdoors.com](mailto:schweiss@schweissdoors.com)

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# PILOTS CALENDAR

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TIME: 1 PM TO 7 PM  
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CONTACT: JANE DOE (000)000-0000

EMAIL TO:  
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SUBJECT: PILOTS CALENDAR

**JANUARY 18, 2017** - EAST CENTRAL OHIO PILOTS ASSOCIATION (ECOPA) DINNER MEETING AT MULLIGAN'S PUB, 4118 BELDEN VILLAGE ST NW, CANTON, 44718. SOCIAL TIME 6:30 PM, DINNER 7:00. THE SPEAKER WILL BE RICK MCQUEEN, CEO OF AKRON-CANTON AIRPORT, WHO WILL GIVE AN UPDATE OF WHAT'S HAPPENING AT THE AIRPORT. DINNER: CHOICE OF 8 OZ. FLAT IRON STEAK, CHICKEN BREAST DIVAN, OR BROILED SCROD ALMANDINE. INCLUDES HOUSE SALAD, BAKED POTATO, DESSERT, & BEVERAGE. COST=\$30 PER PERSON. RESERVATIONS AND CHOICE OF ENTRÉE DUE BY JAN. 11: EMAIL ECOPA.RSVP@GMAIL.COM, SEND CHECKS

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**MARCH 24, 2017** - EAST CENTRAL OHIO PILOTS ASSOCIATION (ECOPA) WILL HOST THEIR ANNUAL BANQUET AT SKYLAND PINES, NORTH CANTON, OHIO. MORE DETAILS TO FOLLOW.

**MAY 20, 2017** - EAA CHAPTER 846 - WILL HOST A FLY IN BREAKFAST- HOT DOG, CHILI LUNCH. EVENT WILL RUN FROM 8:30AM - TILL ????, AT WADSWORTH OHIO 3G3. MORE INFO @ MIKE289@ROODRUNNER.COM. HOME BUILDS WELCOME, BUSHY MUSTANG AND VANS RV'S ESPECIALLY

## Plane-Power Re-Introduces Its Popular Line Of Belt-Driven "Alt-Flx" Alternators



Family of factory-rebuilt FAA STC'd belt-drive alternators is designed to deliver abundant electrical power output for a broad array of piston engine aircraft.

Hartzell Engine Technologies' president Mike Disbrow announced today that the company is re-introducing its Plane-Power ALT-FLX line of FAA-PMA certified, 28V/150 Amp to 14V/100 Amp high output, belt-driven alternators.

"The Plane-Power ALT-FLX belt-driven alternators deliver more

continuous power at lower engine RPMs than any other aircraft alternator," Disbrow said. "Aircraft owners with high electrical demand during ground operations; such as those with sophisticated avionics suites or electrically-driven air conditioning systems, will appreciate the abundant electrical power they will get at idle with these Plane-Power alternators."

"Because of their outstanding performance, value and installation flexibility, the Plane-Power ALT-FLX series of high output belt-driven alternators was very popular with customers," he said.

Continued on page 19



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## Rules or Consequences, Medical Reform 2017

Continued from page 2 online refresher course and a valid driver's license) I don't see the NTSB being real sympathetic with the FAA if they fail to pass the congress' mandate and then try to enforce medical compliance.

Here the Federal Administrative Regulations (F.A.R.'s) come into play and these regulations will force the FAA to act. The normal process to enact federal regulations is to publish the proposed regulations in the Federal Register. That is how we know what the "Proposed Regulations" will be as they are labeled, "Proposed Regulations." They will also have a comment period

which is usually 30 or 60 days. Depending on the number of comments, the FAA can take months to analyze the comments. In theory the FAA could publish supplemental proposed rule and seek comments. There is a problem here. The FAA only has 185 days to get the job done. For the FAA the best case scenario is to publish on time, have a 60 day comment period and then have almost 4 months to clean up the rule and get it published as a "Final Regulation." As you guessed, this rule will be described as a, "Final Regulation." This final regulation becomes effective 30 days after it is published.

I don't have much sympathy for the FAA in getting these rules published. The AOPA and EAA have been on the FAA's back since 2012 regarding medical reform and even the FAA was working with congress on a version of these regulations in 2015. Really it would have been smarter for the FAA to put something out after 90 days and then have the proper amount of time to create a good workable regulation.

One thing is for sure, the next six months are going to be fun to watch. Blue skies! You can contact Bill Hayes at [WilliamHayesLaw@gmail.com](mailto:WilliamHayesLaw@gmail.com)

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# Global Aerospace Announces the 2017 SM4 Aviation Safety Program

## New Partners and Refreshed Safety Services to Meet Evolving Industry Needs



**Global Aerospace**, a leading provider of aerospace insurance, is pleased to announce the 2017 **SM4 Aviation Safety Program**, which includes new partners and a refreshed line-up of direct services. Now entering its 8th year, SM4 continues to expand by providing targeted subject matter experts and financial support to the aerospace sector.

Since 2010, the company has committed over \$3.5 million to support SM4 and help its clients pursue higher levels of safety. In March 2016, SM4 launched the *Community of Excellence*, which was part of a two-year continuous improvement plan to make the benefits of the program easier to access.

Marilena Sharpell, Senior Vice President, Underwriting & Operations Executive,

commented, "The 2017 SM4 Program has been expanded to include safety services that provide risk mitigation tools to our clients in areas such as cyber threat and slow onset hypoxia. By including these new initiatives, the SM4 program will provide a wider array of products and services to our clients."

The 2017 SM4 *Community of Excellence* partners and subject matter experts include the following highly regarded aviation safety professionals:

- Aviation & Marine Safety Solutions International, LLC:** Safety, security and regulatory compliance for commercial operators
- Baldwin Aviation:** Aviation safety management support
- Convergent Performance:** Human factors and performance improvement
- Gray Stone Advisors:** Operational assessments and business aviation consulting
- Fireside Partners Inc.:** Emergency response and family assistance support

**MedAire, Inc.:**

Comprehensive medical, security and travel assistance

- \* **Prevailance Aerospace:** Upset recovery training
- \* **Pulsar Informatics:** Fatigue risk management solutions
- \* **Satcom Direct:** Cyber security audit and consultation
- \* **Southern AeroMedical Institute:** Scenario based hypoxia training
- \* **Unmanned Safety Institute:** Safety and training for unmanned aircraft systems
- \* **New Level II and Level III partners for 2017**

Prevailance Aerospace was founded to address the #1 cause of fatalities in aviation today – Loss of Control In flight (LOC-I). Its training program focuses on the leading causes of LOC-I, how best to address and manage the 'startle' factor

and teaches repeatable skills and techniques required to recover from an upset situation. Global clients will receive both academic and airborne training to enhance airmanship skills and recognize and recover from unusual attitudes and aircraft upsets.

Pulsar Informatics is an IS-BAO I3SA certified company specializing in systems that help organizations reduce fatigue-related risk and achieve peak performance. Its Fatigue Meter™ product will help flight departments identify ways to reduce fatigue impact on a team, and help maintain a safe, efficient operation.

Satcom Direct's SD Data Center brings enterprise-level security audits to data transmissions on the ground and in the air. SD's compliance experts use a consultative approach

to provide aircraft cyber security audits focusing on both the cabin and the ground network. The audit addresses cyber security issues, best practices in network design, and policies and procedures, all to ensure passenger data is classified and properly protected.

Southern AeroMedical Institute is a unique facility that provides pilots with advanced High Altitude Chamber Training. Global clients will receive advanced altitude chamber training to educate them about the insidious nature of slow onset hypoxia.

The Unmanned Safety Institute (USI), while not new to the SM4 program, has created a new safety benefit for all of the company's unmanned aircraft clients.

**Continued on page 20**



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# Plane-Power Re-Introduces Its Popular Line Of Belt-Driven "Alt-Flx" Alternators

Continued from page 16

"Unfortunately, as with some other Plane-Power products, we encountered component sourcing issues that needed to be resolved before we could again meet market demands with new products."

"In the interim, our solution is to offer factory-rebuilt units until the new component suppliers can be brought on line," Disbrow added. "There will be some internal components that, while not new, will be inspected, tested and certified to meet new standards and they will be covered by the same 24-month warranty we provide on every new Plane-Power alternator."

Disbrow also said that because of the installation flexibility designed into the ALT-FLX series, Plane-Power will now be offering a variety of "installation-specific" kits with all the necessary



hardware included for a specific aircraft/engine application covered by FAA STC SA11137SC. "Previously, Plane-Power had sold installation-specific equipment, such as mounting kits and voltage regulators a la carte," Disbrow explained. "Now it all comes together."

"No matter what type engine the aircraft has or the legacy Chrysler, Delco, Ford or Prestolite alternator or generator that is being replaced, Plane-Power will

now have a pre-assembled kit that will greatly reduce the installation time on that engine," he said. "It is part of our ongoing commitment to ensuring our customers get the best possible experience from our products."

**About the Plane-Power ALT-FLX FAA-PMA certified belt-driven alternators:**

- Available for Continental and Lycoming boss mount and Lycoming case mount systems.
- Low cut-in speed, high output performance at idle.

Dual cooling fans ensure effecting cooling and unmatched durability even in low engine RPM/high output installations.

- FAA STC and PMA approved.
- Available in nine (9) different pre-packaged hardware kits to simplify installation.

### About Hartzell Engine Technologies LLC.

Hartzell Engine Technologies LLC, along with its sister company, Hartzell Propeller Inc., form the general aviation business unit of Tailwind Technologies

Inc., a growing aerospace technology company. Hartzell Engine Technologies is the leading OEM supplier of aircraft cabin heating solutions and engine accessories, including turbocharging systems, aircraft alternators, starters and fuel pumps. These product lines are produced under the Hartzell, Sky-Tec, Plane-Power and Janitrol Aero brands. For further information about Hartzell Engine Technologies and its products please visit: [www.Hartzell.aero](http://www.Hartzell.aero).



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# Top Air Show Performers Commit To Eaa Airventure Oshkosh 2017

## U.S. Navy Blue Angels include Oshkosh on their 2017 performance schedule



Some of the world's top air show performers have made their commitments to fly at EAA AirVenture Oshkosh 2017 – The World's Greatest Aviation Celebration – as part of the afternoon and night air show lineups.

Those performers include aerobatic champions and longtime Oshkosh favorites. In addition, the U.S. Navy Blue Angels have reconfirmed that Oshkosh is on their 2017 schedule, with work continuing to bring their full performance to AirVenture for the first time. They will add to the one-of-a-kind aircraft and performances that are part of the popular daily shows. EAA AirVenture 2017 is the 65th annual Experimental Aircraft Association fly-in convention, scheduled for July 24-30 at Wittman Regional Airport.

"This is already an outstanding all-star air show lineup and we're just getting started," said Rick Larsen, EAA's vice president of communities and member benefits who

coordinates AirVenture features and attractions. "We use the feedback collected each year to bring favorite performers back to Oshkosh, while adding exciting new acts, and air show attractions connected with particular aircraft, events, and anniversaries."

**Among the performers and aircraft already planning to appear at Oshkosh in 2017 are:**

- AeroShell Aerobatic Team (T-6s)
- Vicky Benzing (Stearman)
- Jeff Boerboon/John Klatt Airshows (Sasquatch)
- Bob Carlton (SubSonex JSX-2)
- Kirby Chambliss (Edge 540)
- Matt Chapman (Extra 300LX)
- Class of '45 (P-51/Corsair)
- Kevin Coleman (Extra 330SC)
- Kyle Franklin (Dracula)
- Mike Goulian (Extra 330SC)
- Rob Holland (MX-2)
- Jerry Kerby (RV-8)
- Greg Koontz (Xtreme Decathlon)
- Sammy Mason (Pitts S-1S)
- Paul McCowan (American flag skydiver)
- Patriot Parachute Team (skydiving)
- Jim Peitz (F-33C Bonanza)
- Gene Soucy/Teresa Stokes (Showcat)

- Bill Stein (Edge 540)
- Skip Stewart (Prometheus)
- Team Redline (RV)
- Sean D. Tucker (Oracle Challenger III)
- Patty Wagstaff (Extra 300LX)
- Matt Younkin (Twin Beech)

Along with these early confirmations, many more exciting performers will be announced, including some not-seen-anywhere else performers and aircraft flying at Oshkosh. Exact days for each performer and complete daily air show lineups will be announced as they are finalized.

### About EAA AirVenture Oshkosh

EAA AirVenture Oshkosh is the "World's Greatest Aviation Celebration" and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at [www.eaa.org/airventure](http://www.eaa.org/airventure). EAA members receive lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit [www.eaa.org](http://www.eaa.org). Immediate news is available at [www.twitter.com/EAA](http://www.twitter.com/EAA).

## Global Aerospace Announces the 2017 SM4 Aviation Safety Program

### New Partners and Refreshed Safety Services to Meet Evolving Industry Needs

Continued from page 18 USI has developed a Part 107 Compliant Small UAS Ground School™, which consists of 8 training modules. Global clients will have access to the first 4 training modules via a dedicated online portal at no charge.

Ms. Sharpell added, "While 2017 marks the second year of the two-year continuous improvement plan, SM4

will continue to identify risk and provide resources and expertise to our industry well into the future."

For full program information and a complete listing of the direct services available to Global Aerospace general aviation customers in the United States, please refer to the Community of Excellence page on the SM4 website. SM4 resources can be accessed through the

website resource library, aviation safety e-newsletter and various safety initiatives provided by the program partners.

For additional information about Global Aerospace, please visit [www.global-aero.com](http://www.global-aero.com). To learn more about the company's SM4 safety program, please visit [sm4.global-aero.com](http://sm4.global-aero.com).

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# Part 23 Aircraft Certification Rewrite Includes EAA, GA Recommendations



Manufacturing Association led the GA group work on this Part 23 rewrite, with EAA, AOPA, and other groups closely allied with GAMA's effort. In May, the GA groups together urged the FAA to release a final rule by the end of the year.

While the Part 23 rewrite greatly helps in the certification of new aircraft, certain aspects of it also help retrofit and maintenance of existing aircraft. EAA is leading the way in finding newer, more affordable ways to install safety-enhancing equipment in the legacy fleet. This initiative had its first major breakthrough earlier this year with the grant of EAA's STC for the Dynon D10/D100 series as a replacement attitude indicator in certain aircraft, and work continues to certify TruTrak and Dynon autopilots for standard-category aircraft.

Many recommendations made by EAA and others in the general aviation community to revise the aircraft certification process, outlined in Part 23, were incorporated into the FAA's rewrite of the rule, which was announced December 16 in Washington, D.C. by FAA administrator Michael Huerta.

Also speaking at the event in praise of the rule was Hartzell Propeller President and EAA Director Joe Brown. The rewrite replaces some of the FAA's rigid manufacturing standards with current industry standards, a concept pioneered by the EAA-led light-sport rule more than a decade ago.

The FAA announcement is the next step toward meeting a congressional mandate to revise the regulations governing small aircraft certification. EAA has long supported the Part 23 rewrite to promote common sense changes, foster innovation, and improve safety for GA aircraft. The stated goal of the of the rewrite was to deliver "twice the safety at half the cost" in new aircraft by making newer designs easier to certify and safety-enhancing equipment easier to install.

"We are very pleased to see this final rule see the light of day, especially as EAA and other GA organizations worked very hard on the FAA's advisory

rulemaking committee to offer suggestions to boost the GA industry in the nation," said Jack Pelton, EAA CEO and chairman. "The changes in Part 23 will allow new technology and better efficiency in designing, producing, maintaining, and operating today's airplanes and create future GA designs. It ensures a favorable regulatory environment for GA in the future."

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# Catch 22 (the movie), Airline Repos, Third and First World International Serious Flights or WHAT TO NAME THIS ARTICLE?

Continued from page 10

is paramount. Learn your equipment so everything is second nature and you will be prepared.

For example, I asked what preparation he was doing to get ready for flying his F-1 Rocket. Now, this is a hot machine with two tandem seats, 285 HP, and to boot it's a taildragger. I asked, "When's the last time you flew a taildragger, Jim?"

"Last Saturday," he said.

In addition, he's looking at upset training somewhere

in Maryland. A Super Decathlon apparently won't quite make it for him. He's thinking something more on the lines of an Extra 300. I'm thinking it just happens that the Extra 300 comes with a 0540 Lycoming, the same powerplant Jim has in the Rocket. I'm sure that will keep up with the traffic and give him all the upset training he wants. Like he said. Go by the numbers and get all the training one can.

Talk about an officer and a gentleman. Thank you for the interview, Jim.



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\*Source: airnav.com - Dec 4, 2015

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