



Left Seat: Time Flies!



It's been a pretty smooth ride the last two years, and as I prepare to rotate out of the left seat, it's a good time to take stock of

where we are. We've been very fortunate to have members, new and old, chip in to engage our group in a broader set of activities. We've had a variety of meeting topics: technical, safety, homebuilt, warbird, rotorwing, LSA, amphibian, owner maintenance and I probably left out some, but you get the drift: thanks to all that have brought this wonderful variety of programs to our members.

Communications have taken a quantum leap over the last 24 months. This newsletter, thanks to new member, board member, and Presidential nominee, Dan Masys. Our website, www.EAA162.org communicates a great image of our group and has been a tremendous resource for folks looking to get involved in our group. Jacky Winters, Peter Cassidy, and Dan Masys get the credit and thanks for this important asset of the Chapter. Our e-mail list traffic has decreased as the newsletter and website have evolved. However, we continue to have some great technical, safety and operational posts. Peter Cassidy has been particularly prolific in sharing some excellent information through our e-mail list.

Thanks to Steve Kravitz for continuing to organize and facilitate our Young Eagles and Boy Scout Merit Badge program. In addition, this year he coordinated sponsoring and very talented young lady and high school senior, Brenna Dittmar to Air Academy in Oshkosh. This sponsorship was made possible by the accumulation of Young Eagle credits (by members introducing young people to aviation and an introductory flight), member donations, and a contribution from EAA National. Just one more example of our members willingness to encourage, share, and promote a positive image of aviation in the community.

With the positive, we've had some very difficult times. Rarely, do I think about an upcoming meeting or activity that I don't miss the three members we lost this year. Ham Cartwright, Bob Lloyd, and Bob Reuther were all stalwarts for the chapter. They epitomized the participatory, sharing nature of what makes a grass roots group an institution. I will continue to miss their warm greetings, smiles, and camaraderie.

In looking forward, it's hard to remember a time when we've had a more active group, more willing to chip in, or more great opportunities to share. As incoming President, I never anticipated how modest my efforts would be, nor how much the modest efforts of our membership would translate into remarkable gains in the vibrancy of our group. I want to thank, in general, every member of the board, and the many members who quietly chipped in, and volunteered with any task at hand. In particular, our Vice President Peter Cassidy, who was my council at every turn, did numerous programs, wrote fabulous articles for the newsletter,

updated our website almost weekly, and deserves significant credit for any accomplishment of the last two years. Thanks so much Peter!

As our new board comes on line, I have great hopes for the future of the Chapter. For the last fifteen years, it's been a tremendous resource for me and I hope to continue to be a consumer, advocate and participant of all the chapter has to offer. There is truly no other venue that affords its membership with the breadth of experience and opportunity in aviation on a local level as we have here with EAA Chapter 162.

Shelby Smith
2007-8 President EAA Chapter 162

On the Horizon: calendar of events

2008 features programs on Thursday evenings--generally the third Thursday--of each month.

Date	Topic	Location
November 20	Dan Masys Aviation physiology: Hypoxia	JWN
December 13	Chapter Holiday Gathering	Calhoun's (upstairs) 6:30 pm
2009	Event calendar coming soon!	

For more details see www.eaa162.org.

How They Will Find You

The closure on the disappearance of Steve Fossett, whose crash site was not found for more than a year after an extensive search involving hundreds of individuals, reminds us that airplanes can carry us over some pretty desolate terrain. We hate the thought, but the possibility always exists that we'll be forced down in the middle of nowhere. If so, we need answers to two questions. How will I survive and how will search and rescue find me? This article deals with the second question.

First, you did file a flight plan or request flight following, didn't you? It's easy to not do either on short VFR runs of 100 nm say from Nashville to Jackson, Tennessee. Opening and closing a VFR flight plan is a pain and flight following is not always available due to ATC workload. What you can do though, is always monitor ATC en route. The frequencies are easy to find and they will respond to a mayday call. If for some reason you don't know the frequency, 121.5 will always work. Perhaps someday we'll go to the Canadian system where control towers automatically open and close VFR flight plans like they do IFR ones here. Incidentally, a flight plan is required for all flights in Canada over 25 miles.

Now they know to look for you, but where precisely are you? What options do we have to make the rescue job easier and faster? The core technology is the Emergency Locator



Transmitter (ELT). It broadcasts a signal on 121.5 and 243.0 MHz when activated either manually or automatically by a crash activated device. All aircraft are required to have one. The only

problem is they don't work very well. In addition, the satellite that listens and reports ELT signals on 121.5 and 243.0 MHz will be shut down on Feb. 1, 2009. A poor solution is about to get even worse. What should we as pilots and owners do?

We have several options. The FAA has not, as yet, mandated any change and we don't expect them to which is good news. That's not true of other countries. One option is to upgrade our ELT to the new 406 MHz option. These have been on the market for several years and are standard in new aircraft. The frequency tolerance is tighter than on the old ELT and the satellite can locate you to 1 to 2 nm. This is a

nice improvement. The new specs also support a GPS interface so your coordinates can be broadcast. Now they can locate you to within a few feet. You should be able to buy a model that's almost a plug in replacement for your existing ELT. Be aware that there are some new installation requirements for the 406 MHz ELTs including a new antenna. You also need a light in the pilot's view indicating activation and a loud buzzer that goes off on activation that can be heard inside and outside the aircraft. These new ELTs must be registered immediately with NOAA. Failure to do so can result in a \$10,000 fine. Unfortunately the new ELTs are currently a bit expensive costing over \$1000 and that's without the GPS interface. The expectation is that prices will drop in 2009 to the \$500 range.

If you fly internationally, it's more complicated. Mexico has apparently already mandated their usage as of Feb. 1, 2009 and Canada is planning to. AOPA reports that the US has worked out an agreement whereby US registered aircraft can use an automatic portable 406 MHz ELT as an alternate. Canada is not planning to allow any alternate solution. However, the Canadian requirements require that legislation be passed in parliament and given that Feb. 1, 2009 is only 3 months away and Canada just had a general election, it is highly unlikely the Feb 1 date will hold. Canadian pilots and owners we know are taking a wait and see approach. We don't have equivalent information on the Caribbean. A call to AOPA is advised if you plan to fly anywhere internationally after Feb. 1 to ensure you are covered regarding ELT requirements. They stay up to date on such issues.

Tell them you're ok

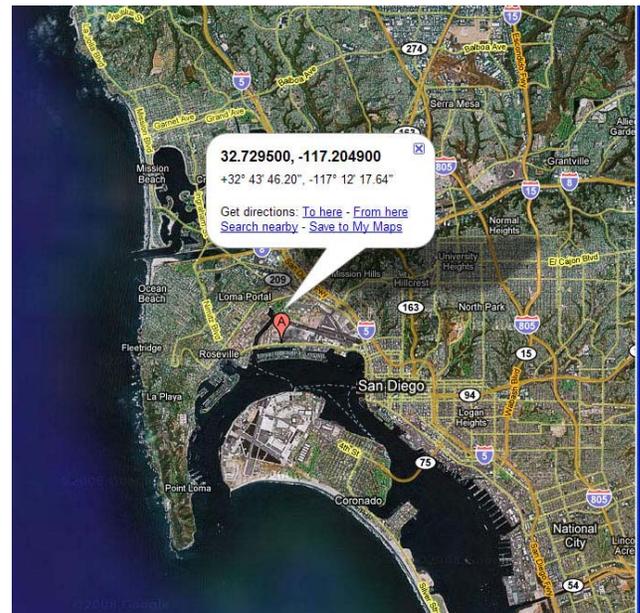
Another new technology option that complements the ELT is the satellite-based personal locator transmitter and messenger service, such as that offered by SPOT (www.findmespot.com). Designed for hikers, cross country skiers and other outdoors



enthusiasts, the bright orange portable transceiver is about the size of a large bar of soap. It runs on a couple of AA batteries, and contains both a GPS receiver and a low power Globalstar L-band satellite transceiver, which is the same band used to track commercial

truck traffic.

The Spot messenger can send four different kinds of messages. First is a "I'm OK" whose text can be configured on the findmespot website, along with a list of e-mail addresses and cell phone numbers that get the message. The message includes a Google map link with your latitude and longitude.



Holding the "OK" button for 5 seconds turns on the Track Progress function that sends your coordinates every 10 minutes. If things are not going well and you need assistance, there are two options. Pressing the "Help" button sends a "Please send help" message to one or more recipients (can be a different set of people than

those who get your “I’m OK” messages), along with your current position. And the 9-1-1 button, as its name implies, sends your coordinates and a request for emergency assistance to local law enforcement agencies closest to your current position.

The satellite messenger unit retails for \$150, though there have been promotions such as one at Oshkosh 2008 where the units were given away at no cost to those signing up for the service, which is currently \$100 per year for the basic location and communication service, and an additional \$50 per year for the tracking functionality and a personal tracking webpage. FindMeSpot also has private search and rescue insurance that will pay up to \$100,000 for emergency location and helicopter extraction, for another \$8 per year.

Unlike an ELT, which will activate due to G-forces associated with an impact, you’ve got to be conscious and able to push a button to send a satellite location message. But as a complement to ELT functionality, and a great way to just let friends and family know where you are at any point in time, satellite messenger technology is a fun and useful way to stay connected when you are out in or over the wide open spaces.

Peter Cassidy
Dan Masys

What I did this summer

Editor’s note: EAA Chapter 162 sponsored and supported Brenna Dittmar this year in her quest to pursue her interest in things aeronautical. Here is Brenna’s report on how it all went.

This summer I attended the Advanced Air Academy in Oshkosh, Wisconsin, as a part of the AirVenture 2008 experience. For ten days, I lived and breathed aviation with other teenagers and our mentors at the Air Academy Lodge. The

first three days of my session overlapped with the air show, so we stayed out on the grounds all day and watched the show from the performers’ tent where I met Patty Wagstaff and Kyle Franklin. We got a ride in a Bell 407 helicopter, which was special since we saw the AirVenture grounds from the sky. For the rest of the camp, we had classroom and workshop each day. Classroom was really ground school, and our instructor was an engineer for Boeing Corporation. We touched on welding, woodworking and metal shop. We made a clipboard from scratch during composites workshop, and then we learned a little aviation science, which introduced us to calculating the load and balance points on an airplane.

For the first eight weeks of the summer, I lived in Huntsville, Alabama, while I interned at the NASA Marshall Space Flight Center. I lived with other interns that went through INSPIRE, a program for high school students all the way up to rising college freshmen to learn about what they might like to do for a career. I worked on reconfigurable computing projects, which was the idea to have an “intelligent” computer that could adapt itself into different systems so that less spares would have to be transported on space missions. My assignment was to research the use of digital signal processing algorithms to send pictures using the least amount of power as possible. I also did the primary device configuration for the project’s test platform. The people and other interns I worked with loved their jobs and we would schedule departmental “field trips” to go witness a test, such as the Solid Rocket Booster tests that I saw from the top of a steel test stand eight stories off the ground. For a teenager’s summer job, there is nothing like working at NASA, and I hope to go back soon.

Brenna Dittmar



**EAA CHAPTER 162
MEMBERSHIP INFORMATION FORM**

PLEASE MAKE ANY CORRECTIONS

DATE ____/____/____

WHAT NAME WOULD YOU PREFER ON YOUR BADGE? _____

NAME _____
LAST FIRST M INITIAL SPOUSE / SIG OTHER

ADDRESS _____
STREET / BOX CITY STATE ZIP

PHONE _____
HOME PHONE CELL PHONE WORK PHONE

E-MAIL _____ DATE OF BIRTH _____

EAA NATIONAL # _____ EXPIRATION DATE _____

CHAPTER RECEIVES A REBATE IF YOU LIST EAA 162 AS YOUR SPONSORING CHAPTER - PLEASE DO THIS WHEN YOU JOIN NATIONAL -- THIS HELPS THE CHAPTER.

FAA RATINGS STUDENT PRIVATE COMMERCIAL A&P

OTHER _____ GLIDER IFR ME ROTO

FLT ENG RADIO REP CFI CFI I

AIRCRAFT PROJECT UNDERWAY _____ % COMPLETE

AIRCRAFT NOW OWNED _____

SKILLS WOULD LIKE TO CONTRIBUTE _____

CHAPTER YOUNG EAGLE NEWSLETTER FLY-OUTS BOY SCOUTS

MGMT OR BOARD MEMBERSHIP TECH COUNSE WARBIRDS

ACTIVITIES OF LIBRARY ARCH PROGRAMS WEBSITE HERITAGE
INTEREST

OCCUPATION _____ RETIRED

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CURRENT TYPE - - LOCAL MEMBERSHIP EXP _____

MEMBERSHIP TYPES ARE OPTIONAL - SENIORS - THOSE OVER 65 MAY PAY 10.00 ANNUALLY - STUDENTS - THOSE INROLLED IN EDUCATIONAL INSTITUION TO EARN A DEGREE MAY ALSO PAY 10.00 ANNUALLY

PAYMENT ENCLOSED _____

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EAA CHAPTER 162
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NASHVILLE, TN 37202-2298**

**ANY OTHER INFORMATION YOU WOULD
LIKE TO SHARE OR PROGRAMS YOU WOULD
FIND INTERESTING OR HELPFUL - LIST BELOW**

