



## 2018 Calendar of Events

Meeting dates, all meeting at 2:00 pm  
at the Hawk Building

Mar 18th

Apr 15th

May 20th

Jun 17th

Jul 15th

Aug 19th

Sep 16th

SWORFI -

Oct 21st

Nov 18th

Dec 2nd - Christmas Party and Meeting

## News From Headquarters

### ATC Privatization

February 27, 2018 — ATC privatization has been removed from an FAA reauthorization bill in the U.S. House of Representatives, scoring a victory for general aviation against a powerful, well-financed lobby that sought to give control of the national air traffic system to the country's largest airlines

“This is a tribute to all of you in general aviation who took the time to make yourself heard,” said EAA CEO and Chairman of the Board Jack J. Pelton on Tuesday evening. “Thanks to the unified fight by the GA community, this bill was not going to pass with ATC privatization as part of it. We can now move ahead with what we have maintained all along – modernization, not privatization. We can fund the FAA long-term and let the agency continue with its already progressing modernization efforts.

EAA was among the groups who warned of the privatization threat, a coalition that grew to include more than 200 aviation associations, plus consumer advocates, mayors from throughout the country, and even some conservative groups. The government's own non-partisan review agencies also panned the ATC privatization concept, noting it would add nearly \$100 billion to the federal deficit, slow modernization of the air traffic system, and threaten national security.



### Young Eagles 2018 Schedule

The 2nd Saturday of each Month from  
April to  
October.

All dates are on Saturdays at 10:00 a.m. Rain date for all events is the next day (Sunday). If you can help either fly or on the ground please call me, Eric Carnahan (937-515-7453) or email me [vamustang1@wildblue.net](mailto:vamustang1@wildblue.net).

If you know of kids 8-17 that would like to experience flight please have them get in touch with me. Reminder, Kids must be registered to fly. Please do not just have kids show up.

[WWW.FLIGHTSQUID.COM](http://WWW.FLIGHTSQUID.COM) to register.

## Meeting Minutes —

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EAA Chapter 174 Meeting Minutes from February 18th, 2018

Call to Order – Holly Harper – President □ Opening – Pledge of Allegiance

President's Report – Holly Harper

- Spoke with Darlene Ford with regards to a "Bootcamp for EAA Chapters"

- Proposed Idea for a display board showing members, projects, talents, for SWORFI and other events.

Vice President's Report - None

Treasurer's Report – Phil Cady - All Bills Paid – Total Balance \$7,200.01

Secretary's Report – Bill Miracco – Chapter Roster for 2018 is available on request

Newsletter – Eric Carnahan – Send articles to [vamustang1@wildblue.net](mailto:vamustang1@wildblue.net)

Young Eagles Report - Eric Carnahan

- Ready to go !! Will start at the end of April, in Hillsboro.

- Pilot sign up at the end of April at [flightsquid.com](http://flightsquid.com)

Project Updates – Dave Gallagher

- Zenith 601 – Jim Gibbs – Rear Topskin aligned.

- Pietenpol – Dan Oliver – Working on wing fittings.

- Zenith 750 Cruzer – Leo Krebs – Ridder work

- Sonera 2L – Bill Miracco - Hanging engine for fit.

Announcements

- Mark Webb proposed a flyout to Springfield-Beckley with a meal at Clifton Mill

- A webinar on "The Final Spin going Base to Final" by Gordon of Waynesville held on Feb 27th at 7:00pm

- Commercial flights to Sun N Fun (\$38). Book hotel rooms now. Contact Phil Cady.

**FEBRUARY PROGRAM ON BATTERIES BY JIM GIBBS**

The Next Meeting is Sunday, March 18th at 2:00 pm in the Hawk Building.

## Young Eagles Report

## Project Updates

- Young Eagles will Start our Flying season in April of 2018.

If you have kids that you like to fly please give them my email and have send me an Email so that I can put them on the waiting list.

I already have a few kids on our waiting list  
If your interested in flying please let me know.

## Training Spotlight from AOPA.

The sky was dark and the Piper PA-28-180 single-engine airplane was low on fuel when the pilot attempted to contact air traffic control for permission to land at an airport that was under a temporary flight restriction, but still accessible with ATC's authorization, according to a notice to airmen.

Unfortunately, the pilot's plan had a glitch, as you learn upon reading an account of the flight's complicated conclusion: "The TFR stated that transit operations were allowed only if a discrete code was assigned by air traffic control (ATC) before the airplane's departure. The pilot mistakenly thought he could pick up the discrete code while airborne."

And so begins your ground lesson on cross-country flight planning, a session your CFI emphasized would concentrate on gathering and interpreting notams for your home airport, the destination, and any airports that might serve as alternate landing places in an emergency.

Don't skip looking over notams for airports that serve as emergency alternates—which brings us back to the flight scenario above.  
The pilot's next move was to divert.

Unfortunately, "During the approach, the airplane struck high tension power lines about 1 mile south of the runway," the National Transportation Safety Board accident report said. "Further, according to an applicable notice to airmen, the airport that the pilot diverted to was closed when the accident occurred."

When it comes to staying clear of the power lines, think of notams as falling into three categories: Notams you know, notams you don't, and a particularly irksome kind we'll call nonexistent notams, because they won't appear until something happens to highlight the need.

## Training Spotlight from AOPA. (Cont)

Notams you know won't immunize you from hazard unless you proceed accordingly. Notams you don't know, or that haven't been posted yet, won't automatically ruin your day, although they do raise risk. (Night landings to runways with obstructions are familiar components in such cases.)

Invest some ground-study time in gathering up the current list of notams for your airports of interest, then go over every detail.

Interpreting the notams may require research. For example, you'll impress your flight instructor if you can translate this notam: TWY A BTN JOINT USE PRKG RAMP AND TWY L WIP CONST ADJ EAST SIDE 1802261507-1804302100.

But where's practical value if you can't locate the "joint-use parking ramp" on the airport diagram (where it doesn't appear, at least by that name)?

Learn notams' details, thereby avoiding taxiing into an airport construction site, or tangling with a TFR.

Do you find notams tricky to read? Share your thoughts at [AOPAHangar.com](http://AOPAHangar.com).