

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Many pilots ask: "Must my aircraft stop flying at TBO (Time Before Overhaul)?" Most pilot/owners know that they are under no obligation to overhaul at TBO with their personal aircraft. However, there are exceptions to this where they must stop flying at TBO. What are they?*

According to AOPA: AOPA notes that airworthiness directives or mandatory service bulletins may be due at TBO, or cycle or time-limited parts may need to be replaced at that time. If the airplane is subject to these requirements, and if they are not accomplished at the required time, flying the airplane beyond TBO would be in violation. Different rules govern light sport aircraft (LSA). LSA regulations do not require compliance with the manufacturer's traditional service bulletins. However, on a LSA, service bulletins are called "safety directives" and they are mandatory. Moreover, while TBO is normally not mandatory on a traditional aircraft engine, it is on an LSA."

This Month's Question: Why does "over and out" make no sense for radio terminology when flying? One often hears this said in movies and perhaps by real pilots.

FAA TO UPHOLD EXISTING THROUGH-THE-FENCE ACCESS

The roughly 75 airports nationwide with residential through-the-fence access may continue to offer those operations and remain in compliance with FAA regulations, according to the agency's new through-the-fence policy released Sept. 9. "This is a major victory for pilots nationwide. AOPA has been working hard to persuade the FAA that their RTTF access policy announcements from last year were significant departures from the past, and needed to be re-evaluated. We are very pleased that the FAA listened and responded positively to our concerns," said Greg Pecoraro, AOPA vice president of airports and state advocacy. "But we still have some work cut out for us. The FAA wants to prohibit any future through-the-fence access. We oppose a blanket prohibition and will work with the agency to try to develop a more flexible policy for future access."



The new policy allows an airport sponsor to extend the legal rights for through-the-fence access when they expire as long as the FAA concurs. At airports with many through-the-fence access points, the sponsor will need to implement formal measures to ensure that it maintains the proprietary powers and mitigates adverse effects on the airport. While the association is pleased with the FAA's policy, AOPA plans to clarify the agency's misinterpretation of AOPA's stance on future through-the-fence access.

"This is inconsistent with our written statements regarding future through-the-fence access," Pecoraro said. "AOPA has always advocated for a flexible approach to determining future access. Through-the-fence operations can play a vital role in helping airports thrive." AOPA will be filing comments on the new policy and encourages pilots to do the same. Comments should include "Docket No. FAA-2010-0831" and should be submitted online by Oct. 25. (AOPA 09/13/10)

SHORT FINAL

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(an oldie but a goodie) **Overheard in IFR Magazine's "On the Air":**

Approach: "You need to say your altitude is 2999 feet."

Cessna: "But my altitude is 3000." [radio silence]

Approach: "If you say your altitude is 2999, you won't be in Class B airspace without a clearance. If you say your altitude is 3000, you're in Class B without clearance."

Cessna: "Ah. My altitude is 2999."

IS THE SPORT PILOT MOVEMENT GOING THE WRONG DIRECTION?

AvWebFLASH Letter of the Week: What Happened to the LSA Dream?

I was recently reminded of how fortunate I am to be flying. The other day, while I was working on my plane, a fellow pilot taxied up in his partner-owned Piper Arrow. After parking and securing the plane, with great care he washed and detailed the aircraft. When finished he walked over to me, handed me his David Clarks, leather flight bag complete with charts, E6B, and portable radio and walked away. His only (very emotional) statement was: "I can't afford to fly anymore. I'm done. Please put these things to good use." I understand his pain and frustration. Several months ago I purchased an inexpensive experimental, a Sonerai II. I had previously owned a Cessna, but rising fuel, insurance, and maintenance fees drove me to sell -- at a loss. It was that or give up flying altogether or until flying becomes more affordable.



CubCrafters CC11-100 Sport Cub S2. Pricing for 2010 Sport Cub S2 ready-to-fly with the standard features: \$127,500. (manufacturer's Website info). For that price one could purchase several good used sport-pilot rated J-3 Cubs or Aeronca 7ACs.

Years ago, we were promised inexpensive sport airplanes that the "average" person could afford. What happened? As I search available new aircraft it seems that most are in the \$80K-\$100K+ price range. Where are the real airplanes we were hoping to see in the \$30K range? What I see available in that price range are not much more than glorified ultralights, hardly what I believe we were hoping for. Remember the statements "about the price of a new car"? It is my wish that someone would step up to the plate and develop a truly affordable aircraft. I earn an average income, and \$100,000 is hardly affordable. If this does not happen, as hoped for, I believe the scene I saw played out will happen more and more.

Fred Lowerre

(From AVwebFLASH Letter of the Week 09/13/10)



Cockpit Chatter

Pilot: 'Approach, Acme Flt 202, with you at 12,000' and 40 DME.'

Approach: 'Acme 202, cross 30 DME at and maintain 8000!'

Pilot: 'Approach, 202's unable that descent rate.'

Approach: 'What's the matter 202? Don't you have speed brakes?'

Pilot: 'Yup. But they're for my mistakes. Not yours.'



Tower: 'American...and for your information, you were slightly to the left of the centerline on that approach.'

American: 'That's correct; and, my First Officer was slightly to the right'



Controller: 'USA353 contact Cleveland Center 135.60. (pause)

Controller: 'USA353 contact Cleveland Center 135.60!' (pause)

Controller: 'USA353 you're just like my wife you never listen!'

Pilot: 'Center, this is USA553, maybe if you called her by the right name you'd get a better response!'