



Pilots Progress

Volume 19 Issue 1

Jan., 2006



Happy 2006 !

Below are some photo highlights of 2005

This months meeting

Will be held in our hangar, on Monday, Jan. 9, at 7:30 PM. We will plan for the coming year, collect dues, and do some hanger flying. Hopefully, we'll have calendars in time for the meeting. Last month there was no business meeting. We had a total of eight people at our Christmas Party.



Dick got his RV 6A in the air after many years of work.



Our flyin Breakfast was a success. Dale got checked out in his Culver. >> We got paved taxiways and aprons .



Jim and Bev made a lot of progress on the Veri-Eze.



Jim and Wayne set up a new work station for the RV-8



The Prez Sez By Jim Coffman

Ed. Note: This is in response to an e-mail I sent Jim. We'll look forward to his future columns.

I just got back from vacation. I will be glad to write a column, but it appears to be too late since this is the second of January already. And yes, we should probably have board meeting when necessary.



Contents

- 1 Meetings, 2005, Prez Sez
- 2 FAA Knowledge Tests, Humor, PM SP
- 3 2005 continued
- 4 Calendar, Disclaimer and Contact Info.

Bill Wolverton is in the University of Chicago Hospital in the ICU. He has an infection and they are keeping a close eye on him. I'll keep you informed.

EAA, NAFI HELPING FAA UPDATE, IMPROVE KNOWLEDGE TESTS, PTSs

January 3, 2006 -

The Federal Aviation Administration (FAA) enlisted the expertise of EAA, NAFI, and other industry organizations involved in the flight-training field during a December meeting in Oklahoma City. This group was asked to provide feedback and assist in the development of revised materials and objectives for the FAA knowledge tests as well as the practical test standards (PTS). NAFI vice presidents Sandy and JoAnn Hill took part on behalf of EAA and the National Association of Flight Instructors. An effort was made during the meeting to define the real intent and purpose of oral, knowledge and practical tests. From an industry perspective, the tests should be less of a barrier and more of a process that facilitates learning, retention, and safety. Participants discussed what constitutes the best questions to ask to help ensure that airmen and prospective airmen are learning the most critical information necessary to operate safely and proficiently. Notable upcoming changes include adding test questions relating to technically advanced aircraft (TAA); deleting obsolete test questions (i.e., automatic direction finder [ADF]/nondirectional beacon [NDB] questions); revising the sport pilot knowledge test to enhance relevance; granting Letters of Authorization (LOA) to designated pilot examiners (DPE) for technically advanced aircraft; and adding sport pilot class ratings to airman certificates.

Short Final From AVWEB
1) (NewsWire - Jan 2 2006) When congestion isn't the real problem... Here is my recollection of a conversation heard on 128.25 last Saturday: Aircraft on Approach: Get off the runway I am landing. Aircraft on Runway: Maybe you should go around if I am not fast enough for you. Aircraft on Approach: I can't, I have a terrible crosswind, I am in trouble, I am in a 180. Aircraft on Runway: Maybe you shouldn't be flying a 180.

2) (NewsWire - Dec 26 2005)

A slow day at the FSS? I'm a student at Daniel Webster College, and one particularly nasty winter morning last year I was calling the briefer before my 7AM flight... Me: Good morning this is N---DW, I'd like a standard VFR brief for the Nashua area and ... Briefer (cutting me off): You're not going anywhere this morning except back to bed. (pause) ... Still want your briefing?

3) (NewsWire - Dec 19 2005)

Specificity 101 Heard on Philadelphia Approach: Duke 1234: Philly Approach, we're gonna begin our VFR descent for the field. Controller: Duke 1234, say altitude descending to. Duke 1234: We're descending for the field. Controller: Roger, Duke 1234, say altitude descending to. Duke 1234: Well, the field elevation is 78 feet, so ... hopefully, we won't be going below that. Controller: Squak 1200, radar services terminated.

4) (NewsWire - Dec 12 2005)

Recently heard at Manchester international: Nameless 747 jock: "Ground, can you confirm that a '400 will fit between these two lamposts?" ATC: "Yip, absolutely, no shadow of a doubt, definitely will." ... pause ... ATC: "Assuming you are on the centreline....."

5) (NewsWire - Dec 5 2005)

Submitted by a heavy iron driver. After landing on RWY 30 the other day I began to taxi to the gate when I noticed a beautiful red fox strolling across the taxiway. Me: Hey, Ground. Did you know you have foxes here on the airport? Ground: Oh, sure, plenty of them. I'm surprised you knew it was a fox -- most pilots think they are wild dogs. Me: Well, I've been to a bar or two. I know a fox when I see one! Female Voice: Then I guess you'd know a wild dog, too.



POPULAR MECHANICS RESEARCHER GETS WISH: SPORT PILOT CERTIFICATE

A researcher at *Popular Mechanics* magazine, which recently featured a cover story on Sport Pilot/Light-Sport Aircraft (SP/LSA), earned his sport pilot certificate in eight days at Mid-Atlantic Sports Planes (MASPL), Sky Bryce Airport, Basye, Virginia. The effort is chronicled in a [weblog](#) on the magazine's website. Davin Coburn, (on left in photo)26, achieved the feat in just eight days after stepping into an Zenith Zodiac 601XL LSA.

"He was intensely focused, highly motivated and a quick study," noted Nathan Mayers, Coburn's flight instructor. "He's aware that he's going to have to apply those skills soon so he doesn't lose them, but I don't think that's going to be a problem. What he's shown us all is that the Sport Pilot license is within reach of just about everyone."

Coburn logged a total of 22 hours during the week, learning, practicing and reviewing the required maneuvers prior to being signed off by flight examiner Michael Price for his qualifying flight. He had passed his written exam before traveling to Virginia.

"This was a working vacation," Coburn said. "It's one I'll remember for the rest of my life, but at no time did it involve lounge chairs or drinks that come with umbrellas. I flew when I could, and generally studied when I couldn't."

"The harder you work beforehand, the less your instructor will have to dwell on the basics."

To read the full weblog, visit www.popularmechanics.com/blog/outdoors/2073502.



Top. Airventure Chapter 132 steak fry. We look forward to it every year. Middle. Chapter campsite at AirVenture 2005 and the orinthopter fly's, sort of. Bottom. Cookout at Tom Gahan's workshop. Our chili supper in November

Pilots Progress

P.O. Box 444, Niles, MI 49120-0444

Calendar of Events

Jan. 9—Chapter Meeting

Feb. 13—Chapter Meeting

March 13—Chapter Meeting

April 4 to 10—Sun 'N' Fun

April 10—Chapter Meeting

May 8—Chapter Meeting

June 12—Chapter Meeting

**June 25—Chapter 865 Flyin/
Breakfast**

*6 Months 3 Weeks to EAA AirVenture
Oshkosh 2006!*

July 24 - 30, 2006

**FOR DETAILS ON ABOVE EVENTS CALL
RALPH @ 269-684-0972**

Pilots Progress is published each month by Experimental Aircraft Association Chapter 865, Inc., located in Niles MI. The contents are for the use, education and enjoyment of the chapter. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 865 or the EAA. Members are encouraged to submit articles for publication. Other EAA Chapters may use articles for publication, as long as credit is given. Meetings are held at our Chapter Hangar, east side of the airport on Lake St., Niles MI, unless otherwise stated in the newsletter.

PRES.: Jim Coffman (269-429-7759)0

VICE-PRES.: Dick Haigh (269-695-2057)

TRES.: Dale Neddeau (269-663-6194)

PROGRAM DIR.: Jim VanHulle (574-271-8533)

SEC./NEWSLETTER: Ralph Ballard (below)

**Submit Articles to: P.O. Box 444, Niles MI 49120
269-684-0972 - - - raphyboi02@sbcglobal.net**