
The FlightLine

Next Meeting February 16th ! Gotta Be There Or Else!

February, 2008

This Month's Speaker: Nick Spark

The FlightLine

Official Newsletter
of EAA Chapter 40
Van Nuys / San
Fernando Valley,

Dedicated to the hobby
& science of aircraft
building, restoration,
youth outreach
through aviation, and
fostering the growth
of private aviation and
air sports.

Chapter meetings are
open to all, and are
held at 9AM on the 3rd
Saturday of each
month, at Rocky's Res-
taurant at Whiteman
Airport

Call 818-705-2744 for
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www.eaa40.org



Nick Spark will be producing a new documentary on the life of Pancho Barnes, which will feature a significant amount of never-before-seen material. This will be an exciting prospect for any of us who are hooked on aviation history. Here's an excerpt directly from his website www.panchobarnesfilm.com:

"... Unfortunately, few documents and other materials related to Pancho seemed to have survived the devastating fire at the Happy Bottom Riding Club in 1953, and therefore much of the context of Pancho's life seemed to be irretrievably lost. While conducting research for an article about Edwards Air Force Base, Producer Nick Spark met Dr. Lou D'Elia. By happenstance, Dr. D'Elia had recently acquired a large archive of "lost" materials relating to Pancho, including rare photos, personal letters, a rough draft of an autobiography, voice recordings, even Barnes' student pilot license. Nick Spark recruited filmmaker and friend Amanda Pope to take a look at the Pancho materials. After some discussion they agreed that it represented a truly significant window in Pancho's extraordinary life, and that they had to make a film about her. Thus the Pancho Barnes documentary project came into being. Through careful research by the production team, new artifacts and important materials have surfaced to supplement the project, including never-before-seen film footage and even FBI records related to Pancho's legal case against the Air Force. In February of 2005, KOCE-TV PBS of Orange County agreed to assist the production and, thanks to a matching / challenge grant made available by a California non-profit, funding now exists to produce this project."



EAA Chapter 40 Hotline

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President - Charles Ducat Vice President - Dave Kolstad

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Young Eagles Co-ordinator - Alycia Herman Newsletter - Bill Berle

Chapter 40 Newsletter Editor Rescued !

A majority of the content for this month's newsletter have been provided by Chapter 40 member **Doug Abney**. Doug has become a very enthusiastic chapter member, and this enthusiasm has already started to create some wonderful things. Doug has kindly sourced and/or written several excellent content for this publication, which you will see throughout this month's issue. I am absolutely overjoyed that Doug has given me some badly needed help coming up with content for the newsletter... thank you sincerely for the rescue!



On Again!



The Van Nuys **Aviation Career Day** event is back on! This has been a big success every time, but in early 2008 it was announced by LAWA that the event would be cancelled.

Thanks to the generosity of **Clay Lacy** and others who supported the event and wanted it to continue, arrangements have been made to put

the event on for April 25 2008.

Chapter 40 will be a participant this year, but there will not be a Young Eagles flying event at Van Nuys associated with Career Day. We'll have a display booth promoting the Young Eagles program.

March 08 will be a **BUSY** month for Chapter 40 !

March 2008 will be very busy for us. We will be having a **chapter meeting** on the **15th**, our regular **Young Eagles** event on the **22nd**, and then the **Agua Dulce Fly-In / Young Eagles** event which Doug Abney arranged on the **29th**. We'd like to see you at each of these events, so please mark your calendar and plan to be there.

Young Eagles

The next Young Eagles event will be Saturday February 23rd, at Whiteman Airport. Please spread the word! We need to increase the number of our monthly Young Eagles participants !

THE AVIATION SAFETY REPORTING SYSTEM (ASRS)

(www.asrs.arc.nasa.gov)

By Doug Abney



At a chapter meeting a few months ago there was a brief discussion of the procedures and benefits of participating in the ASRS, sometimes referred to by pilots as "the get out of jail free" program. A number of members were not very familiar with the program though most had heard of it. This article is a brief explanation of the program. Over the years I have made a number of submissions to the program and frequently have accessed the extensive ASRS database to obtain safety related reports to increase my aviation safety "situational awareness".

This program was started in 1976 in a joint initiative by the FAA and NASA. The purpose of the program is to improve aviation safety by collecting, analyzing, researching, and establishing a database of incidents to reduce aviation accidents. Participation in the program is voluntary, confidential, and non-punitive. FAR 91.25 and FAA Advisory Circular 00-46D describe the elements and purpose of the program and can be accessed on www.faa.gov. Participation in the ASRS program is available to pilots, ground personnel, mechanics, flight crew, and ATC personnel.

The FAA has agreed that they will not use ASRS information against reporters in enforcement ac-

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THE AVIATION SAFETY REPORTING SYSTEM (ASRS) (cont'd)

tions. The FAA will waive fines and penalties, subject to certain limitations, for **UNINTENTIONAL** violations of FAR's reported to the ASRS. The program does not apply to criminal acts or accidents. The FAA may conduct an investigation of an incident that may have been reported to ASRS. (ASRS never divulges pilot identification information to the FAA except in the case of #2 listed below). However, even if the FAA determines through their separate investigation that a violation occurred neither a penalty nor certificate action will be imposed if:

1. inadvertent violation
2. no criminal offense or accident
3. no prior enforcement action during the past five years
4. the reporter submits the report within TEN days of the incident.

Pilots can submit a report of an incident via the mail or electronically by using the ASRS website. The forms are available on the website for download and printing. It is not a bad idea to keep a form available in your flight bag. Whether you submit a report via mail or electronically you will receive a receipt as proof of a timely submission. Make sure the report is submitted within the ten day period. There have been cases where pilots who submitted late were subject to enforcement action for a violation that would have been protected with a timely submission. Incidentally, once the report is submitted the report is "sanitized" to remove all information that could identify the reporter.

When should a pilot take advantage of this program? Anytime you get this dreaded call from the tower after landing, "Get a pen and paper ready. I have a number for you to call." Hopefully, you have never been on the receiving end of this radio transmission. Unfortunately, I have when I inadvertently clipped the edge of Ontario's outer ring of Class C airspace (before the days of GPS). When I landed at El Monte airport the tower told me to contact SOCAL and gave me the phone number. When I called the number I was informed that I had entered the edge of Ontario's Class C airspace without establishing radio communication as required which is a FAR violation. The FAA SOCAL supervisor I was talking to was polite and ended the conversation by saying he was not sure whether further action by the FAA would occur. I submitted a NASA report by mail describing the circumstances of the airspace incursion. Though the FAA did not initiate an investigation I would have been protected by submitting the NASA report. It was a valuable learning experience!

Pilots can and should use the form to report any "safety-related" incident or observation even when there is no violation of a FAR involved. For example, inadequate runway or taxiway markings, poor or unclear signage, unsafe ground operations involving vehicles or pedestrians, maintenance/equipment problems, and many others.

What does NASA do with these reports? NASA analyzes every report and takes immediate action by making the proper notifications if an unsafe condition exists that could jeopardize aviation safety. The reports are entered into a database accessible to the public on their website. The database is easy to navigate to obtain the information you are seeking. For example, you are interested in learning about the circumstances of any near mid-air collisions (NMAC) near WHP. In the database under "Location" you enter WHP. Under "Event type" you click on a drop down menu that lists just about every flying situation you can think of. In this case, click on "Conflict-NMAC" and hit "Search." There are four reports in the database that fit the search criteria including one involving a NMAC between a police copter and a news copter over a police incident. One of these days I fear somebody's luck will run out on these dangerous but avoidable NMAC's. The other three NMAC's provide some details of interest to pilots flying around WHP.

The ASRS database was recently a big topic in the national news when NASA released a report that discussed the number of occurrences of airline pilots suffering from fatigue which reduced flight safety.

Give this database a try sometime. I am sure you will find it informative.

CHAPTER 40 TO HOST FLY-IN, YOUNG EAGLES DAY, AND BBQ AT AGUA DULCE AIRPORT

Doug Abney

On Saturday, March 29, 2008, from 1000-1500 hours our chapter will coordinate and host a Young Eagles day for youth who live in the communities surrounding Agua Dulce Airport. Neighboring EAA Chapters and their members will be invited to participate in this event which will also include aircraft displays and possibly aircraft judging with an award to the best homebuilt aircraft on display.

Agua Dulce Airport owners and staff have allowed us to not only have this event there but to have a BBQ throughout the day. Any proceeds from the BBQ will be used to support our Chapter programs and operations.

Doug Abney will discuss this event at the meeting on February 16th. Volunteers will be needed to assist him on the day of the event. Hopefully, this event can turn into an annual occurrence that fellow EAA members and interested pilots in Southern California will look forward to each year.



Coming Soon to Chapter 40 !

Doug Abney has been kind enough to put the word out about our chapter's desire for interesting aviation speakers... and hit the jackpot for sure! Doug has indicated that **Bob Gilliland** is willing to be a featured speaker at a Chapter 40 meeting in the future. Talk about a guy with a story to tell... here's a very short biographical sketch on Mr. Gilliland:

Robert "Bob" Gilliland, first pilot to fly the SR-71 Blackbird, accepts invitation to speak at monthly EAA Chapter 40 meeting.

Gilliland graduated from the Naval Academy then promptly chose to become a pilot in the US Air Force. After completing flight school he flew a variety of aircraft including the F-80 Shooting Star, P-47, F-84 Thunderjet, and the F-86F Sabre Jet. He flew the F-84 during the Korean War.

In 1954 he became a civilian test pilot for Lockheed. In 1964 he became the first man to fly the top-secret SR-71 Blackbird. He logged more flight time at Mach 3 than any other pilot in the SR 71-A, B, and C models.

He is a highly sought after speaker around the world. A resident of Burbank now, the retired Lockheed test pilot is looking forward to speaking to our chapter on the development, flight testing, and operational deployment of the SR-71.



Now here's an interesting photo. The person exists, the airplane exists, but the background scenery does not exist, never has existed, and continues to not exist about a hundred miles northwest of Las Vegas.

B-17 Coming in April

(reprinted from January 2008 FlightLine at the request of Chapter 40 President)

The EAA B-17 is coming to Southern California April 18-21, 2008, and once again Chapter 40's track record of success... your track record... has once again made Van Nuys as the #1 tour stop for the area. EAA headquarters has contacted us with a request to host the event. This is your success story, chapter members! Of all the B-17's tour stops the one we host is consistently in the top three for EAA and is always requested by the B-17 staff by name.

This is now the only major fundraiser we have, to add money to our savings. The B-17 event is a win-win-win-win-win scenario:

- ◆ It brings a living, breathing history museum to the public so that the sacrifices and achievements of that "greatest generation" are preserved and passed on to future generations;
- ◆ It brings positive press and public attention to aviation, EAA, sport aviation, and exotic aviation;
- ◆ It showcases EAA, aviation, and Chapter 40 to potential new members, Young Eagle participants and airplane builders;
- ◆ It strengthens Aviation, EAA and Chapter 40 in our community;
- ◆ It raises funds towards any or all of our chapter goals and programs both short-term and long-term.



So, because we stand to benefit so much from this event, and because you can take great pride in what we have always accomplished during the B-17 tours, Chapter 40 would like to ask each and every one of you to participate in this event. We'll need tour guides, safety marshals, sales booth staff, and all manner of volunteers throughout their visit. Please come to Saturday's meeting and be ready to commit to one or more days between April 18-21.

AVIATION HISTORY QUIZ-THE WRIGHT BROTHERS

Submitted by Doug Abney

The Wright Brothers first, powered, controlled flight occurred in Kitty Hawk, S.C., on December 17th

- a. 1893 b. 1903 c. 1913

The Wright Flyer controlled roll through

- a. ailerons b. asymmetric flaps c. wing-warping

The Wright Brothers historic first flight lasted _____ seconds and covered a distance of _____ feet.

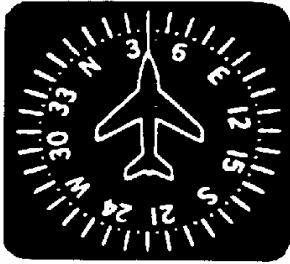
- a. 59 seconds, 800 feet b. 12 secs, 120 feet c. 17 secs, 195 feet

The Wright Brothers built their own engine. It was:

- a. water cooled and had 12 horsepower
 b. air-cooled and had 24 horsepower
 c. Water cooled and had 32 horsepower

ANSWERS: b, c, b, a

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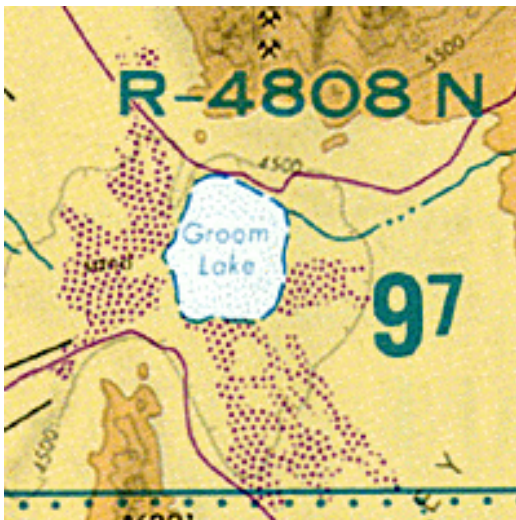


The FlightLine

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Odds and Ends and Ads and Fads



An idea for a Chapter 40 annual barbecue has been discussed, to be held at one of several deserted dry lakebeds in the Nevada desert in the near future. We're expecting to get approval to fly in sometime in 2025. We'll be serving Roast Martian filet on Titanium skewers, with a Boron slurry cream sauce, with an appetizer of OXCART-tail soup.

News Item: New Young Eagles Forms

Please throw out any of the "old" Young Eagles forms and make sure you are armed and equipped with the "new" Young Eagles forms for 2008. Thanks to our world full of lawyers and insurance companies, EAA headquarters in Oshkosh has been forced to adopt newer, more complicated Young Eagles forms.

There has already been a SNAFU with Chapter 40 pilots using the wrong or outdated forms at the recent Challenge Air event, which is now being worked out. However, using the old forms will soon result in you not getting credit for Young Eagles flights. Make sure to get with El Presidente **Charlie Ducat** and have the right paperwork.