



## PUTTING WINGS ON

## YOUR DREAMS

VOLUME XIV

ISSUE 3

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**Submitted by Jim Hudson**  
Membership and Safety Director

### **BasicMed Medical Reform**

This is a highlight of Basic Med ruling that will take effect May 1<sup>st</sup>, 2017. The following has been excerpted from the FAA or AOPA. For more information and FAQ's go to the links provided.

#### **What is BasicMed?**

Effective May 1<sup>st</sup>, 2017 BasicMed will give pilots with current FAA Medicals, or have had a medical after July 15, 2006 the option to fly under the BasicMed provision without a 3<sup>rd</sup> class medical. New students and those with FAA medicals earlier than July 15<sup>th</sup>, 2006, or have had a medical denied, must get a FAA 3<sup>rd</sup> class medical before exercising the BasicMed option.

#### **Resources:**

The FAA BasicMed Regulation: [FAA Regulation](#)

FAA Advisory Circular 68-1– contains draft of the Medical Exam Checklist and On-Line medical education course.

[BasicMed Advisory Circular/AC 68-1](#)

AOPA BasicMed Resources: [AOPA FAQ](#)

#### **What Do I Need to Fly Under BasicMed?**

- 1) Hold a U.S. driver's license.
- 2) Hold or have held a medical certificate issued by the FAA at any point after July 15, 2006.
- 3) Have not had the most recently held medical certificate revoked, suspended, or withdrawn;
- 4) Have not had the most recent application for airman medical certification completed and denied;
- 5) Answer the health questions on the Comprehensive Medical Examination Checklist (CMEC).
- 6) Get your physical examination by any state-licensed physician, and have that physician complete the CMEC (be sure to keep the CMEC).
- 7) Take the online medical education course and complete the consent to the National Driver Register (NDR) check. Keep the course completion document.
- 8) Fly only certain small aircraft, at a limited altitude and speed, and only within the United States;
- 9) Not fly for compensation or hire

The FAA notes that the use of this rule by any eligible pilot is voluntary. Persons may elect to use this rule or may continue to operate using any valid FAA medical certificate. The FAA recognizes that a pilot who holds a medical certificate may choose to exercise this rule and not to exercise the privileges of his or her medical certificate. Even though a pilot chooses not to exercise the privileges of the medical certificate for a particular operation, the FAA retains the authority to pursue enforcement action to suspend or revoke that medical certificate where there is evidence that the pilot does not meet the FAA's medical certification standards.

**BasicMed Privileges:** You can conduct any operation that you would otherwise be able to conduct using your pilot certificate and a third-class medical certificate, except you are limited to:

Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)

Flight rules: Day or night, VFR or IFR

Passengers: Up to five passengers

Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years

Altitude restriction: Up to 18,000 feet msl

Airspeed limitation: 250 knots indicated airspeed

Pilot limitation: Cannot operate for compensation or hire (CFI's can under BasicMed)

**What Do I Need to Maintain My BasicMed Privileges?**

- 1) Be sure you have a CMEC that shows that your most recent physical examination was within the past 48 months.
- 2) Be sure you are being treated by a physician for medical conditions that can affect the safety of flight.

- 3) Be sure you have a course completion certificate that was issued by an approved medical training course provider (AOOPA will be one source) within the past 24 calendar months.

A few items to keep in mind. If you hold a current FAA 3<sup>rd</sup> class medical, you don't automatically qualify for BasicMed once it expires. You must get a physical and have your doctor complete the medical checklist, and complete the online medical education course and meet the requirement stated above. You must get your physical before you complete the on-line course.

I'm by no means an expert on any of this, so please refer to the links above. The Advisory Circular goes into much more detail and has draft copies of the medical exam checklist and online education course requirements. As more information becomes available on the on-line course and medical exam checklist, I'll let you know.

Fly Smart, Fly Safe, Have Fun, and – Don't do anything Stupid!

Jim Hudson  
Safety/Membership Director

**April 2017**

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2	3	4	5	6	7	8
9	10	11	12	13	14	15
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30						

### Calendar of Events:

- 04/10/2017 – Accounts due
- 04/11/2017 - Board Meeting
- 04/20/2017 - Accounts past due
- 04/25/2017 Membership meeting
  - April 1 through 8 – Poker Run,
  - Backcountry Presentation – Jim Hudson, Emmett Wings & Wheels.
  - May – Plane Wash
  - June – TBD Garden Valley Fly-In
  - October – Plane Wash, Fall WX Class
  - November - TBD

2017 - Calendar of events is available on the T-Craft website.

The Garden Valley Fly-in is set for mid June.

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

### Fuel Reimbursement

\$4.17 per gallon.

The fuel account balance as of 01/30/17 was approximately 4397 gallons.

### Top flyers for the month

Van Turney 9.7  
Cassidy Brown 8.9  
Ivan Sudac 5.6

### The top billing aircraft

93S \$2494  
64R \$2116  
375 \$2082

### Hours flown for aircraft

375 34.7  
64R 29.8  
686 26.0

\*These figures are reported at the directors meeting earlier in the month.

### Breakdown of Membership

#### Member Statistics.

105 Members (3 LSA only)  
10 on waiting list.  
43 Class I Members (40%)  
62 Class II Members (60%)  
07 Inactive (voluntary suspension)  
05 Suspended (BFR/Med/Attend/Billing)  
08 Social Members (non flying)

### Ratings

15 Student Pilots  
67 Private Pilots  
01 Recreational Pilots  
14 Commercial Pilots  
08 Air Transport Pilots  
31 Instrument Rated Pilots

If you've achieved a new rating, BFR, accomplishment, please inform the Membership Director Jim Hudson, or Secretary/Newsletter editor Bert Osborn

If you have news or pictures that you would like to have included in the newsletter, please submit them to Bert Osborn at [1berto@cableone.net](mailto:1berto@cableone.net)

The T-Craft telephone number is 208-546-4128.

## **HATS OFF**

At the March board meeting, Gordon Hall gave his report on avionics. Gordon reported that the committee accepted the direction of the board to accelerate the schedule for complying the ADS-B mandate. 375 and 64R will have Garmin GTX 335 transponders with built in WAAS GPS installed. 89E has the WAAS capable Garmin 430 installed and is ADS-B compliant. Gordon filed for the \$500.00 rebate, flew the required 30 minutes in class C airspace and the \$500.00 rebate is on the way. The FAA will only allow 1 rebate to each entity.

## **COMMITTEE WORK**

At the membership meeting February 28, President Ben Brandt asked for volunteers to serve on a committee or if a person didn't want to serve on a committee but wanted to submit ideas that participation would be welcome as well. At the March board meeting, the board approved the appointment of Todd Bennett, Ivan Sudac and Scott Jennings to join the other members on the committee chaired by President Brandt. The members at that time were Tad Jones, Gordon Hall, Roland Steadham, Ben Brandt, chairman, Reggie Sellers and James Eyre. The purpose of the committee is to explore issues that have been raised by the members. Those issues include whether to keep or replace 1227G, whether or not to purchase a new aircraft, whether or not to expand the hanger, whether or not to install a fuel island and what to do with 1891X.

## **POTENTIAL CLOSURE**

Director of Maintenance, James Eyre, has been advised the group that he had been informed that the airport might be closed for 5 days in August. Last year just certain areas of the airport were closed. If the entire airport is shut down, the board is considering re-locating some aircraft to Caldwell as has been done in the past.

## **CFI's**

We now have 9 club member CFI's on the list of 22 [club approved instructors](#). Only instructors on our list can instruct in club aircraft unless you get an exception from the board. A reminder for those interested in getting instruction in the Champ; only the instructors noted on the list are approved by the board to instruct in the Champ.

## **HOURLY RATES**

Our most recent fuel purchase was at \$4.17, \$0.67 higher than our previous rate of \$3.50. This has resulted in our rate to increase as indicated below.



N1227G  
\$60.00



N67375  
\$60.00



N4464R  
\$71.00



N13686  
\$73.00



N1891X  
\$106.00



N9989E  
\$112.00



N7593S  
\$116.00

### SQUAWKS

7593S None

9989E None

1891X The main sump had been squawked. It wouldn't drain. That issue was addressed and maintenance has it working. The stall horn had been squawked and after maintenance cleaned it, it was working as well. The right main tire was replaced.

13686 The oil was changed.

4464R Grounded. Saturday, Director Reggie Sellers noticed a fuel leak and after consultation with the Director of Maintenance James Eyre, 64R was grounded.

67375 The intercom had been squawked. Maintenance soldered a loose wire and the intercom is back up and working.

1227G The 406 ELT has been re-registered with NOAA. It's good for another 24 months.

Remember to report squawks on schedulmaster. The old clip boards for reporting squawks have been retired.

### COLD WEATHER FLYING

The heaters, cords and blankets are still out and need to be used. As I have said many times, if it's cold enough for you to wear a coat or a jacket, it's cold enough that the aircraft engines need heat. When you fly arrive early and take the time to hook up

the engine heater and the oil sump heater. As Jim always reminds us, if we take care of the engines, they will last a long time and serve us well. Even if it's 45° out it doesn't hurt to add some heat to the engine.

REMEMBER - Pre-heat - Pre-heat - Pre-heat - Pre-heat - Pre-heat - Pre-heat

### **MEMBERSHIP DUES**

Effective February 1, 2016 membership dues were established at \$60.00 per month. At the Annual meeting this year membership approved continuing dues at the rate of \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases and the great maintenance under the watchful eye of Maintenance Director Jim Eyre makes T-Craft the leader in high quality, low cost flying. Upgrades will not impact the hourly cost of flying an aircraft.

### **PLEASE REMIT PAYMENT IN FULL BY THE 10TH OF THE MONTH.**

Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

### **OFF FIELD FUEL REIMBURSEMENT**

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.17 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

### **FLY IDAHO LICENSE PLATE**

The Idaho Aviation Foundation's Fly Idaho license plate program sold enough license plates that the aviation plates will be offered for at least two years. If you haven't purchased one, please consider doing so. A portion of the proceeds from your sale will be used to further aviation in Idaho.

To purchase your plate, visit:

<https://www.accessidaho.org/secure/itd/personalized/plates.html>

## Helicopters and Helicopter Pilots Are Different

*Jim Eyre, DOM*

The valley is “buzzing” with these strange machines in a variety of shapes & sizes. The GI Bill has provided several other rotor heads so I am not the only helicopter rated pilot in T-Craft. Having flown and instructed in many different types of helicopters, both reciprocating & turbines, I believe it is appropriate for me to write about such things. Don't get me wrong. I'm dual rated & have also enjoyed flying fixed wing (multi-engine turbines & singles). But the sound of a helicopter stirs something deep in me. First some history & operational background.

On 15 January 1917 in Dayton, Ohio, Wilbur Wright wrote the following memo: “Like all novices, we began with the helicopter but soon saw that it had no future and dropped it. The helicopter does, with great labor, only what the balloon does without labor, and it is no more fitted than the balloon for rapid horizontal flight. If its engine stops it must fall with deadly violence, for it can neither float like the balloon, nor glide like the airplane. The helicopter is much easier to design than the airplane but is worthless when done.” Wow! Might Wilbur be impressed if he saw the helicopters that are in use today?

An aircraft, whether an airplane or a helicopter, flies because of its ability to use the basic principles of Newton's Laws of Motion, Charles' and Boyle's Gas Laws and Bernoulli's Principle (refer to your high school physics for details).

Helicopters have come a long way since Leonardo da Vinci's Helix drawing in the 15<sup>th</sup> Century. In 1928 Juan de la Cierva successfully flew an auto gyro which contributed eventually to the success of the helicopter. He had combined the features of an airplane with a freely rotating overhead rotor system. The rotor system was not driven by an engine, but by air flowing past the rotor blades. Lift was created by the air passing up through the rotor blades, causing them to rotate fast enough to support the aircraft. Today we call this principle autorotation. If an engine fails on a helicopter in flight, autorotation (if done correctly) usually provides a way to land safely. I proved so on several occasions after actual engine failure during combat and later while instructing.

Cierva made an equally important contribution with discovery of unequal lift forces (read dissymmetry of lift). He realized that when his auto gyro was in forward motion, the advancing half of the rotor was traveling at a higher airspeed than the retreating half of the rotor. This caused more lift to be generated by the advancing half of the rotor system and tended to roll the auto gyro over on its side. He corrected this condition by employing flexible blades attached to the hub by hinges. This permitted the advancing blade to rise, reducing the effective lift area, and the retreating blades to fall, increasing the effective lift area. The blades positioned themselves aerodynamically and equalized the lift. On many helicopters dissymmetry of lift is corrected by Cierva's solution – hinged blades. This technique is called blade flapping. There are helicopters that have rigid rotor systems allowing for doing a full loop (something I had demonstrated to me at a test facility years ago. Little apprehensive at first but I got over it (pun intended!).

Another problem that perplexed early designers was torque effect. As a helicopter rotor turns in one direction, the fuselage tends to rotate in the opposite direction

(remember Newton's Third Law: to every action, there is an equal and opposite reaction). Similar effects with prop in fixed wing. In 1937, Heinrich Focke solved the problem of torque effect by mounting two main rotors on lateral booms. The main rotors turned in opposite directions, canceling out the torque effect. Many large helicopters employ this design feature, while smaller ones counteract torque effect with a tail rotor. The tail rotor produces thrust in a horizontal plane opposite in direction to the torque effect of main rotor. There are no-tail-rotor models in the inventory using a different technique. In 1941, Igor Sikorsky used such an anti-torque rotor in the design of his VS-300 which became the first practical helicopter built in America. Sikorsky had his problems in early stages of development. The VS-300 would climb vertically, hover, and fly sideways and backward, but it would not fly forward. On April 15, 1941, the VS-300 broke the world endurance record for remaining in flight by a helicopter (1 hour, 32 minutes, 26 seconds). When asked about his earlier developmental problems for flight, Sikorsky was said to have confessed, "The helicopter appeared so reluctant to fly forward that we even considered turning the pilot's seat around and letting it fly backward."

The helicopter is a highly complex machine with many different systems and components much like our planes but with a lot more moving parts. Helicopters are powered either by turbine engines or conventional reciprocating engines. The Hughes TH-55 "Osage" I instructed in while stationed at Camp Wolters, Texas, had 8 V-belts and when it was temperamental and wouldn't start, you called for line mechanic who arrived with ballpeen hammer in hand and after a few whacks against the engine by darn it would start. Of course it also had tendency to quite operating whenever it desired. That is when you got to practice a "real" autorotation.

Airplanes utilize wings as their airfoils, while helicopters employ rotor blades. The number of blades incorporated depends on the helicopter's intended purpose and the weight it is designed to carry. The wings of the airplane are moved forward to develop lift, while the helicopter blades rotate through the air, creating lift in much the same way as the airplane's propeller(s) create thrust. Velocity of airflow across the blades, however, is only one of the factors affecting lift. What about angle of attack (AOA)? With an airplane the AOA is changed by changing the pitch attitude of the entire airplane. With a helicopter changing the pitch of the rotor blades by means of a control in the cockpit accomplishes the same purpose.

Helicopter gets both its lift and thrust from the main rotor blades. The lifting force acts perpendicular to the plane described by the tips of the blades while making a cycle of rotation commonly referred to as the tip-path plane (TPP). If the TPP is horizontal, the helicopter hovers or moves vertically. If the TPP is tilted from the horizontal, the helicopter moves sideways, rearward, or forward due to the resultant lift-thrust force of the thrust component.

The helicopter has 4 control devices which the pilot must be able to manipulate all in unison. The cyclic pitch control (resembles control stick used in some airplanes) for tilting the TPP. Anti-torque pedals enable the pilot to counteract torque of main rotor blades and to control the attitude of the helicopter about the vertical axis. The collective pitch control is used to simultaneously increase or decrease pitch angle of main rotor blades equally. A throttle is mounted on collective pitch control providing a means of adjusting engine power to keep rpm constant when the collective pitch is

used. In 1966, when I started military rotor wing flight school, a hard part initially for me was learning how to roll the throttle on the Hiller OH-23D "Raven" maintaining rpm while moving collective up/down. I had never ridden something before that utilized a rolling throttle. But I quickly got the hang of it. When I graduated into the "Huey" it had a collective pitch-throttle synchronization actuator to help adjust the power to keep the rotor rpm constant. As the pilot pulls the collective up/down the actuator would compensate for change required in rotor rpm. Made me a happy camper.

A reporter, Harry Reasoner, once stated - "The thing is, helicopters are different from airplanes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbances in this delicate balance the helicopter stops flying, immediately and possibly disastrously. There is no such thing as a gliding helicopter. This is why being a helicopter pilot is so different from being an airplane pilot, and why, in general, airplane pilots are open, clear-eyed, buoyant extroverts, and helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad has not happened, it is about to." Especially true if being shot at!

One time while flying with a friend in a Bell 412, I keyed the mic and asked him how he would describe a helicopter pilot's personality. Like me this guy had flown in Vietnam and was currently flying off shore in the Gulf of Mexico as a career. Between us we'd logged many thousands of helicopter hours. He took a moment then looking over at me with a smile said, "Perpetual Adolescence." I thought about his words then exclaimed over the intercom - "That's it! In two words you managed to sum up the essence of a helicopter pilot's personality, for me anyway."

The main difference between flying a helicopter and an airplane is that the helicopter pilot never really stops flying a helicopter. It is 100 percent hands-on flying all the time. However modern day Fly-by-Wire systems make it much easier. There are helicopters today fitted with autopilots & other high tech gadgets to relieve the pilot of workload (not in what I was flying). A helicopter pilot is in touch with the environment all the time, constantly surrounded by it, immersed in it. Because of the very nature of what a helicopter can do and its nimble maneuverability, the possibilities are endless. Helicopters are used in congested or isolated areas where fixed-wing aircraft and many VTOL cannot perform. Of course helicopters are used extensively by the military. There are many uses for this unique flying machine that can take off and land in a limited amount of space, fly forward, backward, sideways, or hover above the ground.

Flying a helicopter you see, hear, feel and smell so much more than a pilot flying a fixed-wing. If I saw something really interesting, I could often land to take a closer look. Also handy if your bladder is calling. The definition I was given of a helicopter pilot's personality reminded me of a conversation between a son and his father: "Dad, I want to be a helicopter pilot when I grow up." The Dad thought about what his son had said, then shook his head and answered: "Sorry son, I'm afraid you can't do both."

Helicopters and helicopter pilots are different. I worked with them for almost 30 years so I think I should know. So as a helicopter pilot if my observation is true it





**T-CRAFT  
AERO CLUB**

**Saturday, April 8<sup>th</sup>, 2017, 7:00 am - 1:00 pm**

**Best hand – 60% of pot, 2<sup>nd</sup> place – 20% of pot, 3<sup>rd</sup> place – 10% of pot**

**Join us for lunch starting at 11:30 at the T-Craft hangar!  
Cheeseburger, chip and a drink for \$5**

- 'Game' starts Saturday, April 1<sup>st</sup>...you have seven days to fly to the various airports listed below and take a selfie (make sure that some proof of your location is visible in your picture);
- \$10 per hand buy in;
- Show up at the T-Craft hangar on the 8<sup>th</sup> and show your date stamped picture to a designated T-Craft representative to receive your cards;
- One card per airport, per player will be distributed;
- You may have as many players as your aircraft can legally carry;
- Airports include: Homedale, Parma, Ontario, Weiser, Payette, Emmett and Nampa;
- You must be at the T-Craft hangar by 1:00 on Saturday the 8<sup>th</sup>.



# Local procedures

February 26, 2017 by [Jeffrey Madison](#)

I remember flying into an unfamiliar airport once and the pilots on frequency chiding me for not knowing the name of their airfield. Didn't make sense to me.

I made each callout using the FAA-charted name. When I wondered aloud what the deal was, the FBO manager told me: "That's not our local procedure."

Ignorance of local procedure almost led to a midair collision for one multiengine pilot, as he described in his report to NASA's [Aviation Safety Reporting System](#): "While I was entering the area of Branch County Memorial Airport (KOEB) from the east, I was calling out my position on common traffic advisory frequency (CTAF) 122.70. I entered the traffic pattern with the standard 45° entry on downwind for Runway 7."

The pilot heard other pilots making position reports for "Coldwater traffic" but ignored them, as he knew 122.70 was a frequency used by several airports in that geographic area.

"As I was approaching the 45 and getting ready to turn left base, I saw a Piper at my 8 o'clock making a left turn also toward Branch County airport. I took evasive action and called out the traffic conflict. The pilot rudely informed me he was calling out his position for Coldwater airport."



Piper PA-23 Aztec F

On the ground, the reporting pilot announced on the CTAF that the Airport/Facility Directory calls the airport Branch County and not Coldwater.

He wrote that the close call happened because the local pilots were using a name only a local would know.

“I was told on the air that it is called both, except they continued using the non-standard name,” he said.

The Airport/Facility Directory (officially renamed U.S. Chart Supplements as of March 31, 2016) is an FAA-issued reference book designed to aid pilots traveling to unfamiliar airports. The seven regional manuals comprising it list public-use airports, seaplane bases, heliports, military facilities and certain private-use airports requested by the Department of Defense.



The directories include hours of operation and telephone numbers for airports, air traffic control facilities and weather services.

What they don't contain is the tribal knowledge more commonly known as “local procedure” that only pilots based at or familiar with a given airport know.

Of 348 reports in the ASRS database labeled “near miss,” “close call” or “runway incursion,” 19 pilots blamed their incident on unfamiliarity with “local procedures.”

Ignorance of some local procedures will get you a rude remark on the radio — or the consequences could be more significant.

A corporate jet captain wrote in his NASA report about his conflict with ATC that could have resulted in him losing his license. The incident involved a local procedure ATC decided to use for pilots flying in New York airspace.

“After being vectored off of the JAIKE arrival to KTEB, ATC issued a descent below the floor of the Class B (assigned 2,000 feet in the vicinity of the VANER intersection) and instructed us to maintain a speed of 210 knots. I informed them that we would be below the shelf of the Class B and would be maintaining 200 knots.”

Why 200 knots? Because that is the FAA-mandated maximum airspeed below the shelf of Class B airspace. Why is that? A Class B shelf exists to accommodate typically slower, smaller traffic from satellite airports in the vicinity of much busier, major metropolitan Class B airports. The lower speed limit gives all aircraft better opportunity to see and avoid one another.

As the pilot continued in his report, “I have heard other flight crews mention being instructed to do the same thing when flying in the New York metro area.”

The genesis of the rulemakings that led to the 250- and 200-knot speed restriction in and under Class B airspace actually began in New York airspace. A midair collision in 1960 and another in 1967 over New York City both involved a faster airliner and a slower private airplane. The aftermath brought into existence CFR Part 91.117, the regulation governing aircraft speeds in the National Airspace System.

In preparing for this column, I searched for any written exceptions to CFR Part 91.117. I did find evidence of a test program that took place at Houston International Airport (IAH) that sought to delete the 250 KIAS below 10,000 feet restriction for departures only, and only if authorized by ATC. The phraseology was “no speed limit” or “increase speed to (number) knots” or “delete the 250-knot restriction.” That program was canceled in January 2004.

Right now there is no evidence that any controller in the United States has the authority to authorize speeds above what is regulated.

The pilot complained in his report that “Atlanta TRACON has been known to violate aircraft for exceeding the 200-knot restriction below the Atlanta Class B when arriving/departing satellite airports such as KPDK, KFTY, etc. There should be consistency across the system, not an acceptance and expectation of ‘local procedure.’”

Therein lies the problem with local procedures. They establish precedence for exceptions to the rule. They are the aeronautical equivalent of a colloquialism — an informal, regional way of navigating airspace. A local procedure is a convenient shortcut for inflight operation. But it only works if you know about it and you know how to use it.

A helicopter pilot filed a NASA report after experiencing a NMAC while shooting practice approaches at an unfamiliar airport where he didn’t know the local procedure.

“We were on the VOR 34 into KGKY. We were asked to report the final approach fix (BROUZ) inbound, which we complied with. ATC asked, ‘What are your intentions after the missed?’ I returned with ‘After the missed, we would like to turn to the southwest and hold at BROUZ,’ which is the published missed for that approach. ATC responded with ‘roger.’”



(Photo courtesy FreeImages.com/Paul Campbell)

The helicopter pilot continued on the approach. About a half mile from the missed approach point, ATC informed him of traffic departing the opposite runway, Runway 16, and climbing through his altitude. Both helicopter and airplane pilots saw each other and took immediate evasive action.

According to the NASA report, Tower never told the helicopter pilot to break off his approach early.

The helicopter pilot wrote that once ATC realized he had caused a near miss, the controller told the pilot he thought the helicopter was going to turn southwest before the missed approach point. The pilot told ATC his intention had been to fly the approach all the way to the MAP, which was directly over the threshold for Runway 34. That's when ATC stated that the pilot "must not be familiar with the procedure here, that at Arlington they go missed early."

Chapter 4-23-1 of the AIM clearly states that a practice instrument approach is an actual instrument approach. That means an aircraft practicing an instrument approach is guaranteed the same separation rights as an aircraft on an actual IFR flight plan.

When ATC used the local procedure instead of the established IFR procedure, two things happened. First, he violated the helicopter pilot's right to the entire airspace around that airport during the IFR approach. Second, he allowed an airplane to take off directly into the flight path of the helicopter. That's more than a local procedure. That's plain loco.

Pilots generally enjoy belonging to the local pilot community. Each pilot community develops its own character and creates its own local vocabulary, shorthand for flying "in the neighborhood," and a local procedure is born.

Because it works for that local pilot community, it's deemed acceptable. Over time, it becomes "the way things are done around here." Unfortunately, to the unknowing, it sounds more like, "It's not us, it's you."

Local procedures are a slippery slope. Local pilots calling Branch County Memorial Airport "Coldwater" on CTAF may seem harmless. After all, Coldwater is the name of the town in Michigan where the airport is located. For pilots who live nearby, calling it Coldwater may be more natural than saying Branch County.

But referring to the airport by its local name rather than its charted name reduces transient traffic situational awareness. It also increases the likelihood of loss of VFR separation and ups the chances of an NMAC.

Plus, tolerating that behavior has the potential to create an atmosphere where it's OK for, say, a Tower controller to permit simultaneous traffic in the opposite direction in the same airspace. That's what happened with the helicopter pilot and the Tower controller at KGKY.

The FAA is responsible for "insuring the safe, efficient and secure use of the nation's airspace." The A/FD and the AIM are two ways it provides specific examples of operating techniques and procedures that not only may be required by federal regulation or other federal publications, but are designed, via standardization, to keep us safe.

As for the good folks at Branch County, there may be hope. There is a process through which that pilot community might be able to make Coldwater the co-official name of their airport. They could petition the FAA's Aeronautical Charting Forum.

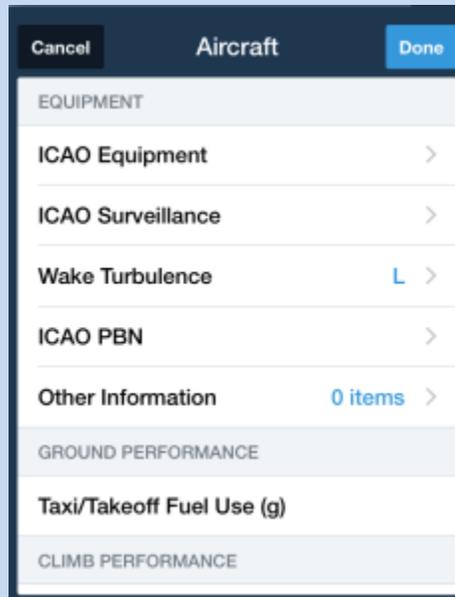
## **Filing ICAO Flight Plans in ForeFlight**

Posted on [February 5, 2016](#) by [John Collins](#)

With the removal of the FAA domestic flight plan format coming later this year, all pilots currently filing both VFR and IFR domestic flights will need to switch to the ICAO format.

In this article, I recommend some simple tips that make it easy for someone who currently files with the domestic format to switch to the ICAO format. My main suggestion here is that you only file what is actually needed and can affect a clearance or availability of an ATC service in the US. Essentially, this approach allows you to replicate the clearances you would receive when using the domestic format.

If you currently use ForeFlight to file flight plans using the domestic flight plan format, there are just a few simple steps to get set up to file ICAO. The first is to set up the ICAO specific codes for your aircraft. Navigate to your aircraft's profile in More > Aircraft and tap the blue 'i', and set up at least these three fields:



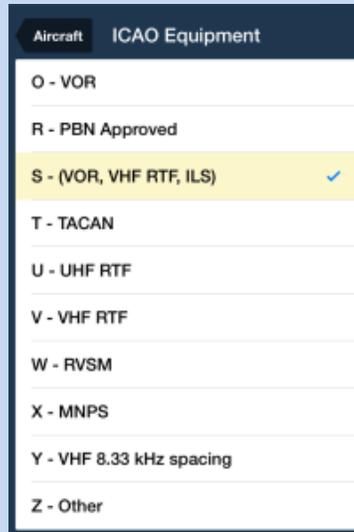
1. ICAO Equipment
2. ICAO Surveillance
3. Wake Turbulence

The Wake Turbulence is the easiest to set up because the default value of 'L' fits the majority of GA aircraft. You would only change this if the max gross weight of your aircraft exceeds 15,500 pounds.

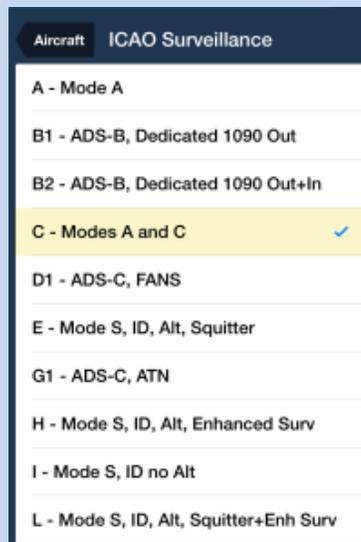
Next, let's look at equipment codes. The three most common FAA/Domestic Equipment codes are:

- /G (GPS and mode C transponder),
- /A (DME and Mode C transponder), and
- /U (No DME and a Mode C transponder).

Tap ICAO Equipment to view the list of codes. ICAO equipment codes are more specific and many types of equipment have their own code. Since almost all aircraft have VOR, localizer capability (ILS), and a VHF COM, a standard code of 'S' is used to specify the combination of this equipment. Pretty much every aircraft is going to select 'S'. If for some reason your aircraft does not have one of the standard avionics systems, then you can specify the individual codes for what you do have instead of using S. For example, select 'O' if you have a VOR, 'L' if you have an ILS or localizer, and 'V' if you have a VHF Com radio.



Other codes that are common in GA aircraft are 'G' for GPS, 'D' for DME, and 'F' for an ADF. Some aircraft will have a WAAS GPS and are capable of flying LPV approaches, so can also specify 'B' for LPV. There are many codes you can specify if you have the equipment, but to keep things simple I only specify something if it makes a difference. In line with that, my advice for an aircraft that is currently filing with domestic code /G is to specify ICAO equipment codes 'G,S'. If you currently file /U, then ICAO equipment 'S' is all you need. If you currently file with /A, then file ICAO equipment 'D,S'. Feel free to add the B (LPV), D (DME), or F (ADF) if you have the equipment, but they will not make a difference in terms of your flight plan being accepted or ATC providing a service. Once you have entered the ICAO equipment codes that reflect your aircraft, tap the 'Aircraft' back arrow to return to the main Aircraft Profile view.



Next, tap ICAO Surveillance to select the transponder type. Assuming you have a transponder with an altitude encoder, you can specify 'C'. If it is of the mode S variety,

you can change that to 'S', but it will not make any difference in your ability to file or use the ATC system, so specifying 'C' is the simplest way to do it.

That's all you have to do to set up your aircraft profiles for ICAO filing. You can make ICAO the default flight plan format by tapping More > Settings, scrolling down to the File & Brief section, tapping 'New Plan Format' and selecting ICAO.

Now you can move to the Maps view to set up your route. Enter your route the same way you always have using the Route Editor. When you are done, use the 'Send To' File & Brief button to create and review the flight plan. Before you hit the 'File' button, here are a few additional considerations when entering information about your flight using the ICAO format.

File & Brief	
New Flight Plan	
FLIGHT PLAN TYPE	
Form Type	ICAO
Flight Rules	VFR
Flight Type	G
AIRCRAFT	
Aircraft	N011FF (C172/S)
True Airspeed	120
Airspeed Units	Knots
Number of Aircraft	1
DEPARTURE	
Airport	KHOU
Time	Today, 3:15 PM CST
Souls aboard	1
ENROUTE	
Route	DREWZ V68 CRAYS
Altitude	8500
Time Enroute	1h 16m
Fuel Aboard	4h 30m
STS Special Handling	
REMARKS	
Remarks	

In the AIM and other documents, you will read about the need to specify certain information in Field 18 – Other Information. ForeFlight automatically fills out this field for you based on flight plan and aircraft profile data. This ensures the formatting is correct for what ATC expects. Even so, there are some considerations to take into

account regarding Field 18 that can ensure your flight plans are filed as efficiently as possible.

The FAA guidance on filing ICAO states that if the airport identifier is not a four character ICAO identifier, then “ZZZZ” needs to be placed in the departure and/or destination airport fields of the flight plan, and the non ICAO identifier must be specified in Field 18 preceded by “DEP/” for the departure airport and “DEST/” for the destination airport. You don’t need to worry about this with ForeFlight as it does all this for you automatically. All ICAO identifiers consist of 4 alphabetic characters, and in the US they start with the letter K, in Canada with C, in the Bahamas with MY, and in Mexico with MM. Examples of non-ICAO identifiers are 60J, 35A, K60J, and SFO. Remember that SFO is not the ICAO format for San Francisco International, KSFO is the correct code. Either SFO or KSFO will work, but if you use the three letter identifier form, then ForeFlight will place “ZZZZ” in the departure or destination field and DEP/SFO or DEST/SFO into Field 18, although you won’t see these changes in the app itself. This plan will be accepted, but it is wasteful. In other words, specify the destination and departure airport identifier as a four character ICAO code whenever you can.

ICAO flight plans provide an ability to enter primary and secondary alternate airports. In the US, only a single alternate needs to be supplied on IFR flight plans that require one.

If you use the remarks field for domestic flight plans, with ICAO it will be moved to Field 18 automatically and follow the REM/ keyword. So there is no real difference in how remarks are specified, with one caveat. These special characters may not be used in ICAO remarks: the forward slash “/”, the dash “-”, and the left and right parentheses “(” and “)”.

The ICAO format also allows you to add specifications for emergency equipment such as dinghies, their capacity, their color, and if they are covered. Life jackets, portable radios, types of survival equipment, and any survival equipment remarks that you would wish search and rescue to be aware of can also be specified. Again, the remarks can’t include the special characters “/ – ( )”.

Finally, if your flight qualifies for special handling, you can optionally specify it on the ICAO form in the STS Special Handling field. A few that may be of interest are: FFR for firefighting, HOSP for medical flights, HUM for humanitarian flights, and SAR for search and rescue. Any special handling codes will automatically be included in Field 18 and formatted as required.

Although the final switch to ICAO filing is still months away, I recommend you try this now so you can work out any kinks and get a feel for the format. As you become more familiar with ICAO flight plans, you can refine your profile information; but in the meantime, you should have no hassle using the tips outlined here. Happy filing!

Airport incident involving Harrison Ford.

### ***No one was harmed in the landing incident at KSNA.***

On Monday, after receiving clearance to land on Runway 20L at John Wayne Airport (KSNA), a pilot then landed on the parallel taxiway instead, overflying an American Airlines Boeing 737 that was holding short in the process. NBC News has revealed that the pilot was actor Harrison Ford. According to NBC, Ford reportedly was recorded asking air traffic control, “Was that airliner meant to be underneath me?” after which the ATC controllers informed the actor that he had landed on the taxiway.

#### **More Details on the Incident**

According to entertainment publication The Hollywood Reporter, they reached out to the FAA for comment, and were issued the following statement in which the agency did not identify the pilot:

“Air traffic controllers cleared the pilot of a single-engine Aviat Husky to land on Runway 20L at John Wayne Airport Monday afternoon. The pilot correctly read back the clearance. The pilot then landed on a taxiway that runs parallel to the runway, overflying a Boeing 737 that was holding short of the runway. The FAA is investigating this incident.”

The American Airlines flight departed for Dallas shortly after the incident.

Ford previously made headlines on March 5, 2015, when he experienced engine failure while flying his Ryan PT-22 Recruit, and was forced to make an emergency landing on the Penmar Golf Course in Venice, California. Ford suffered a broken pelvis and broken ankle as a result of the landing but made a full recovery.

Harrison Ford says he was distracted when he flew over plane  
The Associated Press - By MICHAEL BALSAMO - Associated Press  
March 25, 2017 12:34am



FILE - In this July 28, 2016, file photo, Harrison Ford opens the door on his plane for Jodie Gawthorp, of Westchester, Ill., who was selected to fly with Ford, at the Experimental Aircraft Associations AirVenture air show at Wittman Regional Airport in Oshkosh, Wisconsin.



FILE - In this December 10, 2015 file photo, Harrison Ford greets fans during a Star Wars fan event in Sydney, Australia.

LOS ANGELES (AP) — Actor Harrison Ford said he was distracted and concerned about turbulence from another aircraft last month when he mistakenly landed on a taxiway at a Southern California airport after flying low over an airliner with 116 people aboard, according to an audio recording released Friday.

"I'm the schmuck who landed on the taxiway," Ford told an air traffic controller shortly after the near-miss on Feb. 13 at John Wayne Airport in Orange County. Recordings of Ford's conversations with air traffic controllers were released Friday by the Federal Aviation Administration.

The 74-year-old actor was told to land his single-engine plane on Runway 20L, but he instead landed on a parallel taxiway. An American Airlines flight was on the same taxiway, waiting to take off.

A video released last month showed Ford's Aviat Husky plane from behind as it descends toward the airfield where the American Airlines Boeing 737 is slowly taxiing.

"Was that airliner meant to be underneath me?" Ford asked the air traffic control tower as he landed in the wrong spot.

"Oh. I landed on Taxiway Charlie. I understand now. Sorry for that," Ford said.

In a phone call with an air traffic controller after the incident, Ford said he "got distracted by the airliner" and also mentioned "big turbulence" from another plane that was landing.

The American Airlines flight, with 110 passengers and six crew members, departed safely for Dallas a few minutes later.

When an air traffic controller told the "Star Wars" and "Indiana Jones" star to take his time getting the number from his pilot's license, remarking it isn't a big deal, Ford responded: "It's a big deal for me."

After Ford told the employee his name, the man seemed taken aback and assured Ford he won't share his phone number with anyone.

Landing on a taxiway, instead of a runway, is a violation of Federal Aviation Administration regulations. The agency's probe of the incident is still underway, spokesman Ian Gregor said Friday.

Ford's publicist did not immediately respond to a request for comment Friday afternoon.

Ford, who collects vintage planes, has a long record as an aviator. He has had several close calls and a serious accident in March 2015 when he was injured in his World War II-era trainer. It crashed on a Los Angeles golf course after engine failure.