



September 2010

Airport Open House

Please join us for our Airport Open House on Saturday, September 11, 2010. The EAA Chapter 790 will be offering free Young Eagles airplane rides for anyone between the ages of 8 to 17 years old from 9 a.m. to 11a.m. If you or someone you know would like to have your airplane on static display please contact T.J. Moore or Mary Anne Basak at 847-960-7500.

Young Eagle Rallies

“Young Eagles” is a program designed to introduce young people to the joy and thrill of flying. These free airplane rides are provided by the EAA Chapter 790 for children ages 8 to 17 years. They are held on Saturdays from 9 a.m. to 11 a.m. The rain date will be the following day on Sunday. The last two 2010 dates are:

- September 11, 2010
- October 9, 2010

All children **must** bring a parent or guardian to sign a permission form. The form can be downloaded from their website, www.young eagles790.com. Go to home and then click registration in the drop down menu. Open the “**Participant Registration Form**” and scroll down to the form. Fill out the form and bring it to the event. Please join us for these last two events.

T-Hangar Available

We currently have T-Hangars for rent. If you or anyone you know is interested please contact Mary Anne at 815-479-7960 or 847-960-7500.

AWOS

Due to electrical upgrades required as part of the Phase 1 taxiway relocation, the AWOS system will be taken out of service, weather permitting on or around the tenth of this month for approximately 12 hours.

Please sign up for the electronic newsletter for the most up to date information as to when this will occur. We will give as much notice for this downtime as possible.

Taxiway Relocation

Work has resumed following the strike. Weather permitting we hope to have Phase 1 completed this fall.

Phase 2 of the project has been bid and the Village is awaiting notification from the Division of Aeronautics for availability of funds.

Please remain alert to the possibility of wildlife inside the fence. Report any and all sightings to the Public Works Department at 847-960-7500.

TRF

Following President Obama’s trip to Chicago on the Memorial Day weekend there were three TFR violations in our area. The planes were intercepted by F-15s and a Coast Guard HH-65 helicopter and escorted to Schaumburg, Aurora and Lewis University Airport. These violations are investigated by the FAA and could result in fines and penalties including a suspension of your license.

Although the President has only returned to Chicago a few times since the election everyone need to stay vigilant with regards to TFRs. The attached article contains useful information regarding TFRs.

Busting TFRs

The following are excerpts from “Busting TFRs” by Bill Cox in the Plane & Pilot Magazine.

Once upon a time, you could pull the airplane out of the hangar, fire up the engine, point it into the wind and fly. Wherever you want, whenever you want. On September 11, 2001, the sheer number of rules and the potential cost of ignorance grew exponentially. On that day, one poor fellow paid a severe price for the sudden change. He woke up on what to him was a normal VFR, preflighted the airplane and flew it less than 17 miles to fill it with avgas. What he missed was the sudden paradigm shift that occurred mid-morning on that fateful day. His license was suspended for 240 days because he missed a national emergency and the nationwide ground-stop that followed.

Terms like Air Defense Identification Zone (ADIZ) and temporary flight restriction (TFR) quickly came into widespread use among the general aviation pilot group. TFRs were used for presidential security and other extraordinary events. But they weren't part of a pilot's everyday life. You didn't get intercepted and forced down if you flew through a TFR.

Today, things are different. There's an ADIZ that surrounds Washington D.C. In the four years after 9/11, it was violated over 1,000 times. The North American Aerospace Defense Command (NORAD) has scrambled fighters for intercepts within U.S. borders over 1,600 times. In the years previous to 9/11, NORAD intercepted airplanes in the ADIZ only 67 times none of which occurred within the U.S. borders. For each violation, a standard 60-day suspension awaits the transgressor.

A license suspension is nothing compared to what awaits a penetration of the Washington D.C., ADIZ. Hayden “Jim” Sheaffer wandered into the D.C. ADIZ on May 11, 2005, and forced the evacuation of 35,000 people. Oblivious to his position or his impact on others, he flew within three miles of the White House, triggering the first red alert since the terrorist attacks of 9/11. His transgression led to the interception by F-16 fighters that dropped flares and a DHS Black Hawk helicopter that directed him to land at Frederick, Md. Reportedly, Sheaffer flew a more southern course to avoid Camp David, but didn't realize that he was headed directly to the middle of Washington, D.C. He also reportedly didn't use a GPS. The threat he unknowingly faced was a possible shutdown. Intercepting fighters have

air-to-air missiles, but no order to shoot was given or considered. Purportedly the Secret Service guards the White House with Stinger surface-to-air missiles. In the end, the FAA revoked his licenses under emergency authority. Another pilot was forced to land in 2004 when he inadvertently flew through a VIP TFR that had been activated while he was airborne. The pilot had complied with the Part 91 directive. The regulation doesn't specifically state that you should check NOTAMS or TFRs, but doing so has become a de facto requirement of 91.103.

It's not hard to understand why lawmakers are becoming frustrated with pilots, especially those intruding into the restricted airspace surrounding Washington D.C. There is legislation before the United States Senate that calls for a \$100,000 fine, the confiscation of the aircraft and a five year loss of flying privileges for “whoever negligently flies an aircraft in a manner that violates Washington D. C....or causes the evacuation of a federal building or any other public property.” In the House of Representatives, another bill seeks to impose a \$10,000 to \$100,000 fine and a two to five year certificate suspension. Clearly the government is losing its patience.

Planning your flight and checking weather, NOTAMS and TFRs is where we should all begin. Using current charts is another good idea to avoid a new tower or prohibited area along your route of flight. Talking to ATC is an unguaranteed way of keeping you out of trouble. GPS has caused many of us to become dependent on a little screen for situational awareness. If you're flying VFR, it's probably a good idea to brush up on your pilotage skills and look out the window every so often. Try leaving the GPS off every once in a while and keeping up with your position on the sectional.

Check in with the FSS operators in the air and on the ground between fuel stops. Besides being happy to hear from you, they also should have ready access to the latest weather, NOTAM and TFR information.

Increase your odds of a successful flight by keeping track of those things that will get you into trouble. As pilot in command, you're the one who's responsible for staying out of trouble. Awareness and diligent checking of the system for “gotchas” are the way to stay out of trouble. Good luck and good flying.