

# Illinois Aviation



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## GENERAL AVIATION AND DISASTER RELIEF EFFORTS

Hurricanes, floods, earthquakes – North America has its share of natural disasters. When responding to these events, general aviation is a valuable resource for rescue and recovery activities. It's vital that we deploy our aviation assets in an organized manner lest we become part of the problem.

Following a disaster, the airspace can quickly become busy, filling up with a combination of emergency-response aircraft, media, gawkers and even drones. Depending on the scale and type of disaster, NOTAMs and TFRs may be issued. A TFR requires permission to enter the restricted airspace.

Despite the potential for chaos and airspace congestion, it is still possible to assist in an effective manner.

First, volunteer through an organization. There are many organizations that coordinate disaster relief activities. These organizations have experience working with emergency management agencies, and more importantly, can coordinate efforts to make sure you are assisting where needed.

A Google search for “general aviation disaster relief organizations” shows more than a dozen organizations. If you are interested in helping, it is best to contact an organization before a disaster hits to make sure you can meet their requirements.

Next, consider the following tips to help ensure your safety and the safety of others as you assist in the effort:

- It's best to fly with two pilots, or at least a second person who can watch for traffic. If you have a traffic avoidance system, use it, but don't depend on it completely. Other traffic may be flying at low altitudes and radar services may not be available. Don't forget to keep an eye out for drones.



- Be prepared for less-than-perfect flying and airport conditions. An instrument rating is almost a must – it may be required to fly weather conditions associated with the disaster. Brush up on your soft and short field takeoff and landing skills and anticipate less-than-desirable runway conditions.
- Plan your fuel supply wisely. It is unlikely fuel will be available at your destination, and it may also be unavailable at nearby airports due to high demand. Additionally, you may be required to hold or even divert to another location. As the saying goes, you only have too much fuel if you are on fire.
- Make sure your aircraft is ready for the mission. Don't hope for maintenance at your destination. You may wish to bring tools or other items in case you need them.
- Make sure you are personally prepared as well. It is always wise to carry water when flying. You should consider adding food, extra clothing and even a sleeping bag to your survival gear.

Providing assistance following a disaster can be a very rewarding experience. By volunteering through an organization and taking some safety precautions, you can maximize your potential to help.

## TECHNOLOGY IN THE COCKPIT

Advisory Circular 91-78, Use of Class 1 or Class 2 Electronic Flight Bag (EFB), explains the legal use of EFBs for IFR or VFR flight operated under Part 91. EFB is the FAA's terminology for iPads or similar devices.

AC 91-78 states "EFBs can be used in all phases of flight operations in lieu of paper reference material when the information displayed meets the following criteria:

- The components or systems onboard the aircraft which display precomposed or interactive information are the functional equivalent of the paper reference material.
- The interactive or precomposed information being used for navigation or performance planning is current, up-to-date and valid."

The AC suggests the use of a secondary backup source for this information; however, it is not required.

Most of the popular flight apps, such as Foreflight or WingX, allow installation on at least two devices. Typically, pilots load the app on their tablet and cell

phone. Just like we practice landings and approaches, we should practice using our backup systems.

If you don't have the app available on multiple devices, carry backup charts. Electronic devices are not fool-proof. We're all prepared for the battery to die – just plug in the charger. But there are other potential problems that are not so easily cured: your device overheats, your device restarts itself, or your device re-initializes itself and requires an internet connection to continue. Practicing with your backup device or paper charts will make any of these situations less daunting.

In addition to navigation apps, ADS-B has made inflight traffic advisories available to nearly everyone. This does not eliminate the need to look outside. Not all aircraft will be equipped with ADS-B. It is not required in all airspace or for all vintage aircraft. Don't forget the drones at lower altitudes and remember: it won't work if you don't turn it on.

Technology in the cockpit is great, but let's use it wisely.

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## 2019 BIENNIAL FLIGHT INSTRUCTOR REFRESHER COURSE

The 2019 Biennial Flight Instructor Refresher Course will be held Nov. 1-2 at the Northfield Inn & Suites, 3280 Northfield Dr., Springfield. Doors open at 11 a.m. on Friday, and the course will begin promptly at noon. Saturday sessions will run from 8 a.m. to 5 p.m. The 2019 Flight Instructor Refresher Course will once again be conducted by Aviation Seminars, Inc. Full details will be mailed to flight instructors who have previously attended the course.

You may renew your flight instructor certificate up to three months prior to your expiration month. CFIs with expiration dates up until February 2020 can renew via this class and maintain the same expiration date.

There is a nominal fee of \$65 for attendance and processing your renewal. You may register online at [aviationseminars.com/firc-locations/?loc=Springfield,%20IL](http://aviationseminars.com/firc-locations/?loc=Springfield,%20IL) or by calling Aviation Seminars at 800-257-9444. Preprinted certificates will be available for those who register prior to Oct. 24. Those who register after that date will receive a handwritten certificate.

Meals are not provided; however, there are a number of restaurants nearby. There will be no dinner break on Friday. You are welcome to bring a snack or something else to eat during the course. There will be a lunch break on Saturday.

Transportation will be provided from the Abraham Lincoln Capital Airport, but **this must be arranged ahead of time**. If you will need transportation, please call Linda Schumm or Carol Para at 217-785-8516.

A block of rooms has been reserved at the Northfield Inn & Suites at the rate of \$85/night + tax. Ask for the Flight Instructor Refresher Course room block. You can contact the Northfield Inn & Suites at 217-523-7900. There are a limited number of rooms at the preferred rate.

For further details, please contact Linda Schumm at 217-785-4215 or [linda.schumm@illinois.gov](mailto:linda.schumm@illinois.gov).

## STATE OF ILLINOIS PILOT & AIRCRAFT REGISTRATION RENEWAL

The 2020-2021 cycle begins Nov. 1. However, you may renew early using the online registration renewal system. Beginning Oct. 1, you will be able to complete your aircraft registration renewal online at [webapps.dot.illinois.gov/PPR/](http://webapps.dot.illinois.gov/PPR/). **There are no additional fees for using the online system.** You can also use the online system to print your pilot or aircraft certificate at any time, or to verify if you have already paid for your pilot or aircraft registration.

**After Oct. 1, any applications received representing the 2018-2019 cycle will be returned to the applicant.**

The 2020-2021 renewal notices will be mailed out Nov. 1 - Dec. 15. There will be a 6-8 week turnaround for certificates. If you have not received your renewal notice by Jan. 1, please notify the Pilot and Aircraft Registration Services at 217-785-8500.

As a reminder, effective Jan. 1, 2017, Illinois statutes changed, making registration of your pilot certificate a one-time requirement. The one-time fee is \$20. **If you have already paid the one-time pilot registration fee, you do not need to renew.**

## WINTER FLYING

Winter is right around the corner. For those who do not migrate to warmer climates, it is time to prepare for colder weather.

There are a couple things that can be done now in anticipation of cold weather. Check your aircraft heater. If it hasn't been used recently, you'll want to make sure it is still putting out heat. Check the aircraft battery. If yours is cranking slow, or hasn't been replaced for some time, consider replacement. Pull out the engine baffles or inlet covers and get them ready to install. It's also time to get night current. Days are shorter so you're likely to end up doing some night flying.

Once the cold weather arrives, preflight preparation is going to take a bit longer. If you have an engine or oil pan heater, make sure it's been plugged in. If not, plan for extra time before runup to give the oil a chance to warm. During preflight, remove ice and snow, and don't forget the windshield. Make sure you look for less visible ice in the wheel wells, engine inlets, fuel vent, pitot tube (test the pitot heat during preflight), and inside control surfaces.

Winds tend to be stronger in winter, so carefully review fuel requirements and reserves. In the unlikely event you need to make an off-airport landing, wear or bring additional warm clothing. Remember to tell your passengers to do the same. Most aircraft heaters don't put out much heat in the back seats, so you'll want to warn your passengers. And don't forget your emergency kit and other supplies.

**Review cold weather starting operations. Most engines require less priming in cold weather. When taxiing, watch for wet spots. Water that splashes into the wheel wells can freeze during flight.**

During flight, keep an eye out for changing weather. Know where to spot the first signs of ice on your aircraft.

After all the preparation, enjoy yourself. You earned it.



## RUNWAY BRAKING ACTION REPORTS

In 2016, the FAA changed how braking action is reported. As we approach winter, this information merits a review.

“Braking action” is now reported as “runway braking action”. Reports will now be issued as condition codes and are reported with three numbers, each representing one-third of the runway. For example, “Runway two-two, condition code two, two, one” means the first and second thirds of runway 22 have greater than 1/8 inch depth of water or slush. The last third of the runway is covered with ice.

The following Runway Condition Assessment Matrix correlates prior braking action reports with the new reporting system. Further details can be found in the *Aeronautical Information Manual*.

TABLE I-1. OPERATIONAL RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) BRAKING ACTION CODES AND DEFINITIONS

Assessment Criteria		Control/Breaking Assessment Criteria	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	—	—
• Frost • Wet (Includes damp and 1/8 inch depth or less of water) <b>1/8 inch (3mm) depth or less of:</b> • Slush • Dry Snow • Wet Snow	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
• 15°C and Colder outside air temperature: • Compacted Snow	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (any depth) over Compacted Snow <b>Greater than 1/8 inch (3 mm) depth of:</b> • Dry Snow • Wet Snow <b>Warmer than -15°C outside air temperature:</b> • Compacted Snow	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<b>Greater than 1/8 inch (3 mm) depth of:</b> • Water • Slush	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice • Slush over Ice • Water over Compacted Snow • Dry Snow or Wet Snow over Ice	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

## NAME THAT AIRPORT

Congratulations to **Randy Seiler**, **Dave Jackson**, **Robert Bejna** and **Raymond Drozs** for identifying the Kewanee Airport in the 1967-68 timeframe. Honorable mention goes to **Brian Burghgrave**, **Brian Anderson** and **Steve Weinstock** for knowing the correct airport, but not the correct year.

Dave Jackson notes, “The picture is an early one taken not too long after the airport opened in the summer of 1966. The airport was dedicated Labor Day weekend of 1966. If my memory serves me correctly William T. Piper came and addressed the crowd. Duane Cole originally from Toulon and Kewanee performed the Air Show that day as well. The airport has since grown and expanded into a very fine airport, with a 4500' East/West runway in addition to the original runway in the picture. Also, a very nice terminal building, large shop hangar and additional hangars.”

Once again, we’re taking a brief time-out from “Name that Airport” due to space constraints.

## CALENDAR OF EVENTS

**Nov. 1, 11 a.m. to 7 p.m.**  
**Nov. 2, 8 a.m. to 5 p.m.**

**Biennial Flight Instructor Refresher Course\***

Northfield Inn, Springfield, IL

Linda Schumm, 217-785-8500, linda.schumm@illinois.gov

**Nov. 14, 6:30 p.m.**

**Veterans Airport of Southern Illinois Safety Seminar\***

Veterans Airport of Southern Illinois, Marion, IL

Doug Kimmel 618-993-3353, airport1@midwest.net

**January 25, 8 a.m. to 4 p.m.**

**Chicago Aviation Expo – IFR/VFR & Companions Seminar\***

Holiday Inn Itasca, Itasca, IL

Madeleine Monaco (847) 431-1847 99mjm@sbcglobal.net

\*Presentations qualify for WINGS knowledge credits.

## INTERNATIONAL FLIGHT PLAN ASSISTANCE

The mandatory change to the International Flight Plan format became effective Aug. 27, 2019, and it seems many pilots find the new form confusing.

The Flight Service website, [1800wxbrief.com](http://1800wxbrief.com), has a number of good resources available to assist you in completing the form, including a how-to video and the ICAO tip card. Once you register on the website, you can use the flight plan tool, which helps you find the correct information for your aircraft.

**VIEW COMPLETE CALENDAR OF EVENTS:** [www.idot.illinois.gov/about-idot/stay-connected/multimedia/index](http://www.idot.illinois.gov/about-idot/stay-connected/multimedia/index)



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