



THE X CHAPTER

Delta Colorado KAJZ

March 2024 NEWSLETTER

March 2 Meeting Agenda

To be held @ Ted's Hangar (map below)

- Chapter meeting begins at 10:00
- Admin Items
 - Bathrooms—Men's around the corner or at FBO; Woman's bathroom at the FBO.
 - If you haven't already, please pay your 2024 dues to Chris Lindel
 - Annual Chapter Award's Banquet April 13 (2nd Saturday!) @ Daveto's restaurant, 520 Main Street, Delta @ 11:00 am
- Member Introductions; Flying updates; Project updates
 - Everyone has some interesting project, both certified & experimental
- Update our short & long term options for Chapter space (for Young Eagle activities, fly-ins, Chapter meetings, et cetera)
- Possible (Dave Denton ??) Chapter Safety presentation
- Update on Timber Tiger Aircraft "Kay's Speedster" development ([link](#))
- EAA's "Flying Start" program—possibly work with Cedaredge High School on a test effort to promote learning to fly with teens & parents—broaden our Chapter's reach
- Young Eagle Activity Update—Tom Jones (Bruce Thieking is out of town)
 - We have a tentative 2024 Young Eagle and related EAA Activity schedule in draft form. I will get this out in a separate email soon (this week?)



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Backcountry Aviation

A [recent ruling](#) in an FAA enforcement action had some concerning language that could effectively prohibit [off-airport landing] inspection passes.

- As explained in the FAA's own "Off Airport Ops Guide" ([link here](#)) it is recommended to do at least three inspection passes over an off-airport landing area to determine if it is safe to land. FAA recommends one pass low enough to "roll one tire for a few feet to get a feel for the landing surface" which obviously must be done lower than 500 feet above the ground.
- However, the FAA's minimum altitude regulation only has explicit exceptions for takeoffs and landings.
- Even though an inspection pass is a necessary maneuver to determine if a landing is safe, FAA's position is that an inspection pass is not allowed unless a pilot can prove he or she could have safely landed in a given area.
- In other words, FAA requires a pilot to prove a landing area is safe before the pilot is allowed to inspect the area.
- This ruling could drastically affect operations for any pilot that conducts off-airport landings.
- Senator Budd filed an *amicus brief* ([link here](#)) addressing several legal issues with the NTSB's ruling. But some of these issues can only be fixed through legislation.

Trent Palmer, a noted YouTube influencer, produced a video covering this topic ([link](#))

Senator Budd has a section of his website covering this in more detail as well ([link](#))

Here's a [link](#) to find contact information for your Colorado senator

If you would like to write your Senator, here is a [link](#) to a sample letter.

Military Operating Areas & VFR Traffic

Mountain Home AFB recently published a good PDF on VFR traffic & MOA's. The PDF can be found at this [link](#).

While we don't have an MOA nearby Delta, we do often travel near, or perhaps thru, MOA's while on cross-country flights. When planning a cross-country, please take the



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time to research NOTAMS and MOA status. Each MOA will list a phone number and frequency you can contact to find out the status of the MOA. More information—a lot of good information—is in the [PDF](#).

Colorado Legislature: Proposed Bill to “Reduce Aviation Impacts on Communities”

There is a –PROPOSED–bill, still in committee (as far as I know) that contains a number of items that would certainly impact those of us who fly airplanes that use/require 100LL. Here is a [link](#) to the bill summary.

A number of points in the proposed bill, again, potentially, --could--affect much of general aviation in Colorado in a costly, ultimately negative way. For instance, phasing out the sale of 100LL “...at airports that are identified as being in densely populated areas.” Also, (if I read the bill summary correctly) the bill could effectively require aircraft owners to convert their engines to be able to use only unleaded fuel.

Please read the bill summary. Then please read the entire text of the –proposed–bill ([link here](#)).

If you feel strongly about this –proposed–bill, please contact one of the “Primary Sponsors” or bill “Co-Sponsors” as identified in the above link. Remember, any letter to these legislators will generally have the greatest impact if it is respectful, thoughtful and succinctly states your position.

If I understand the legislative process (and I may not have this correct), the bill might not even make it out of committee. Or the bill may be modified in minor or significant ways and only then be forwarded to the entire Colorado legislature. IF the bill makes it to the entire legislature, we will again have to read the actual bill language at that time. Then, with the entire legislature involved, we can individually contact our local Colorado legislative representatives with our comments. At that time, again if the bill makes it to the entire legislature, here is a [link to find your local legislative contact](#).



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Proposed Chapter Events Schedule

- 13 April, Saturday, Awards Banquet at Daveto's.
- 18 May, Saturday, Flying Start and Pancake Breakfast.
- 8 June, Saturday, Open Young Eagle Rally.
- 28 September, Saturday, Poker Run.
- 5 October, Saturday, Joint Fly-In meeting and lunch at 99V, with EAA-800,1451,1606.
- 19 October, Saturday, Open Young Eagles Rally.
- To be determined November, Friday, Closed Young Eagles Rally for Western Slope AeroLabs.

Chapter Youth Workshops

Please contact Tom Jones for more information @ jtj1045@yahoo.com

- Aircraft engine disassembly & assembly workshops
- Aircraft sheet metal build project—tools, safety equipment, instruction provided
- Generally, twice per month
- 1st Saturday after monthly meeting
 - 3rd Saturday 8:30 – 12:00

Chapter 1373 Contact Information

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Chapter Meeting Minutes

Past Chapter 1373 meeting minutes are located on our Chapter website:
<http://www.eaa1373.org/>

Directions to Ted Waltman's hangar for Chapter Meeting

