



EAA Chapter 21 **NEWSLETTER**

Volume 8, Issue 4

www.eaa21.org

April 2006

The Official Newsletter of
EAA Chapter 21
Evansville IN

President:
Keith Schlageter
5301 Stratford Road
Evansville IN 47710
812-401-6273
kschlag67@sigeom.net

Vice President:
John Rudolph
8631 Clifton Dr.
Evansville IN 47725
812-402-5541
jrudolph@tristateaero.com

Treasurer:
Phil Dawes
10505 Hillside Road
Evansville IN 47720
812-867-6849
navion@evansville.net

Secretary:
Larry Helming
6612 Cliftwood Drive
Evansville IN 47712
812-401-7566
lhelming@sigeom.net

Young Eagles Coordinator:
Greg McMichael
545 St. Clair Court
Evansville IN 47711
812-867-2867
gcmac@insightbb.com

Newsletter Editor:
Bill Gowin
204 Harper Ave.
Evansville, IN 47714
812-491-9382
eaa21letter@sigeom.net

Events Chairman
Bob Moehlenkamp
11005 Lower Mt. Vernon Rd
Evansville, IN 47712
812-985-3472
moehlenkamp@aol.com

**April 12th — Chapter Meeting — Skylane Airport
7:00 pm**

A Growing Air Traffic Control Concern at Oshkosh Airventure

Reported by Pete Wiggin

One day last February I had a conversation with Bill Casey about air traffic control at Oshkosh Airventure. Bill is a Supervisor at Evansville Tower, but has been one of the “Gypsy Controllers” at Oshkosh since 1985. He has been the Operations Manager there for almost 10 years.

“I’ve always believed that Oshkosh and Sun N’ Fun was made for pilots and EAA members to get together,” he told me. “It’s been my experience that they [fly-in participants] are organized and safe and a great group of people. Well self policed. The last few years we’ve had a few occasions—and it seems to happen more and more—that we’ll issue a go around to an aircraft on short final for some reason, for example if a runway is closed, there is an aircraft stalled on the runway, or they are just too close to the aircraft in front of them. We’ll issue a go around, but the pilot will choose not to do it, and land anyway.

“Back in the olden days—I’m going to say prior to 1990—it was accepted practice (although never really legal) to keep an aircraft in the air, let him overfly an airplane that had just landed, then let him set it down on the other side safely. But around 1990 the FAA decided we could not do that.

Pete: “You know, a lot of people have the impression that you just throw the separation standards out the window for the Convention. That’s not true, and I’ve always known that wasn’t true, but a lot of people have that impression.”

Bill: “Yes. It’s 1500 feet for single-engine aircraft, 3000 ft. for twins, and jets require the same separation as everywhere—they have to have a clean runway. And we adhere to that. I communicate that to the supervisors, they make sure the team leaders ensure the controllers know that. Also, whenever we have a go-around, we won’t send

Webmaster:
Gary Zimmerman
10814 N. Greenriver Rd
Evansville, IN 47725
812-867-5437
garyz@prolamproducts.com



the aircraft back to Fisk to go through that whole rigmarole again. We may have to have them enter the downwind for a different runway, but we'll do whatever we have to do to get them on the ground. But it seems to happen more and more that the pilots will just not pay attention to the 'go around,' and land, and cause an unsafe situation."

Pete: "One of the questions that has come up is that since you don't use call signs—you'll use type and color and so forth—how does a pilot know you're talking to him if you're telling him to go around?"

Bill: "That's a very good question. A couple of times a pilot has called back and said 'I'm not going around—I'm landing.' They have stated that on the frequency. And that rattles controllers. I have never in my career been one to go punitive with pilots and talk to the NTSB or FSDO. [Flight Standards District Office] I would prefer to just talk to the pilot myself, get some education and two way communication going between us. The only times at Oshkosh that I have had a controller keep binoculars on an aircraft to track it and see where it's going is when they just blatantly land opposite direction. That happens every year. Usually the pilot gives the excuse that 'nobody was using that end of the runway.' But if we have a pilot say he's low on gas, between us [the tower] and Fisk, and we're on a runway 27 operation, we'll extend the downwind to let the pilot land on runway 9; that's the shortest distance to the airport. We won't turn that in."

Bill: "What I wanted to talk about with you and the pilot community is, as a pilot, *what would you recommend?* I don't want to use a sledge hammer to drive a thumbtack."

Pete: "These fellows that you have to tell to go around once in awhile; now, if someone is in that big line that comes around the blue water tower and then a right downwind for runway 27, is he one of those that is likely to be told to go around?"

Bill: "You mean he's flown around the lake a couple of times, and been with the beehive the whole way? Yes, he's probably one of the candidates. There will be times when you have a low wing aircraft above a high wing aircraft, and neither one knows the other one is there, or you may have a Bonanza following too closely behind a Cessna 140. The controllers are trained to handle these situations. It might be that the high-wing aircraft is the candidate to go around. For whatever reason, sometimes they opt not to, and will go ahead and land beyond mid-field where it might not be safe for them to land."

Pete: "I was listening to the radio once and heard a pilot say: 'I'm landing, and that's that.' He was on final for runway 27. It sounded like an older man, and I think there were warbirds around. He sounded like he was rattled from the amount of traffic. I think one of the reasons they don't want to go around is they want to get on the ground; they don't want to have to go through this any more."

Bill: "I understand that. And we don't issue go-arounds just to issue go-arounds. It's for reasons of safety. For some reason it's not safe for you to land."

Pete: "If someone is in that line, and the tower has been referring to him as a 'white taildragger,' how is he to know that you are talking to him when you issue the go-around?"

Bill: "That's a good question. Yes, it is a problem when [the controllers] are generically calling out a 'white low-wing experimental' and there are seven different types of them on downwind. The controllers go through two days of training now, and half of one day is just on aircraft types that they are going to see at Oshkosh, and probably won't see anywhere else. If a controller doesn't try to pick it up, and gets away from using aircraft types, I don't want him to come back. If they can't tell the difference between an RV and a Cherokee by the second day they're working, I don't want them to come back. I don't expect a controller to confuse a Cessna with a Glastar more than a couple of times. I'm hoping that problem will remedy itself when the controllers realize it's just not a guaranteed trip back if you've been there before. All of my Operations Supervisors now are very good at aircraft types. Especially the homebuilts and experimentals. They are imparting that knowledge the best they can to the controllers. I will not accept 'high wing,' or 'low wing' or 'taildragger' more than 3 or 4 times. I will even tell the controllers 'If you don't know what kind of airplane that is, ask him.' For example: *'high wing experimental just past the terminal, approaching a right base, say your type aircraft.'* He will tell you. Very proudly he will tell you. The next time you should know that aircraft."

Pete: "So the bottom line is; the pilot has to pay attention to the controllers, and understand that the controllers are doing their best to know what type he is, and not his call sign. At what point can a pilot expect to be told to go around—over the threshold?"

Bill: "We have a tendency in the tower to let it go until we're absolutely sure it's not going to work, and that is real close to the threshold. Usually when somebody's about to send somebody around, there is someone in the tower yelling 'green and white Cessna go around.' I'll be looking at it, and if it's not a green and white Cessna, then I don't expect the pilot to know that it's him. But if there is no reasonable doubt as to whom they're talking to, and it seems to be happening more and more—the pilot doesn't go around—it makes for a very unsafe situation."

Pete: "So who's pushing this? Are you the one that has been making this an issue?"

Bill: "No. This was brought up by the Milwaukee Hub Manager, Wanda Adelman. It was brought to her attention by FSDO and by the NTSB, who wanted to know why we are not talking to them when it happens."

Pete: "Are they on site, and taking notes when this happens?"

Bill: "Yes. They are on the field, and we don't know where they are. They have their own spots on the airport, and they also drive freely around the airport."

"Before we come out with a blanket policy stating: 'This is what we are going to do' I wanted to talk to some pilots. So what would you recommend? What would you like to see happen? Maybe you can give me an idea I never thought about."

Chapter 21 Monthly Balance Sheet

Mar 2006

February 25, 2006	Beginning Balance	\$3,426.35
	Receipts	
	Interest Feb	\$0.62
	Dues – 3X\$15	\$45.00
	Dues – 10X15	\$150.00
	Disbursements	
	Mar Newspaper print	-\$51.15
	Mar Office Rent	-\$10.00
	Stamps	-\$117.00
	Mail Return	-0.75
	Tools	-\$403.30
	Tools	-\$84.95
	West Host	-\$28.85
March 25, 2006		\$2,926.64

Phillip Dawes, Treasurer

Notice: Dues are now past due.
Please send your dues to

Phillip L Dawes
10505 Hillside Rd.
Evansville, Indiana 47720

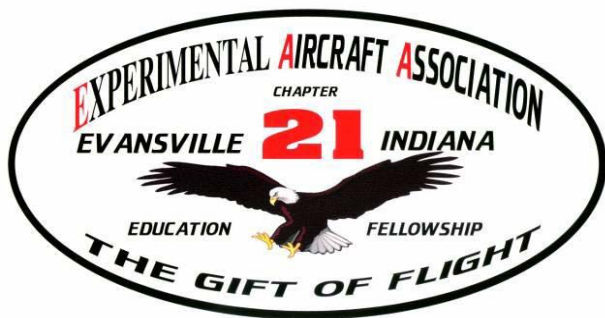
You can tell if your dues are due by looking at the label and seeing the four digit number. It should be 2006 or higher.

Unfortunately we will have to discontinue your newsletter if not received by Mar. 20, 2006.

EAA Chapter 21

Bill Gowin - Editor
10505 Hillside Road
Evansville, IN 47720
eaa21letter@sigecom.net

Address Service Requested



Upcoming Chapter 21 Events

**April 12th — Chapter Meeting — Skylane Airport
7:00 pm**

**Everyone will be back from Sun 'N Fun. We will have reports,
Discussions and reviews of the event.**