

FAA SAFETY SEMINAR

Get another FAA Wings Program credit and improve your flying skills next Wednesday, October 5, at the October meeting of the Cape Area Pilot's Association. Our special presenter is Stephen K. Brown, Aviation Safety Program Manager of the Boston FAA Flight Standards District Office.

Through focused pilot education efforts by FAA, AOPA, and EAA, the accident rates for General Aviation continue to drop to the lowest levels since statistical monitoring began. No, it isn't safer to fly in a private airplane than riding in a car. Which is why attending safety seminars like this one could save your life.

According to AvWeb:

General aviation accident rates dropped in 2015 amid a rise in flight hours, according to [figures](#) reported by the National Transportation Safety Board Thursday. The preliminary data reported for GA operations added up to 1,209 accidents last year, 229 of those involving 376 fatalities, including three people on the ground. The GA accident rate last year was 5.85 per 100,000 flight hours, with a rate of 1.09 for fatal accidents. That's down from 6.23 accidents per 100,000 hours a year prior, with a fatality rate of 1.31 per 100,000 hours in [2014](#).



The board and the [FAA](#) have focused on educating pilots on loss-of-control safety and use of technology in recent years, emphasizing LOC as the ongoing top cause of GA crashes. Stick-and-rudder skills have gained renewed attention and the FAA also is promoting the use of new tools such as angle-of-attack indicators in GA aircraft. "Even though the fatality rate in 2015 was the lowest it has been in many years, 376 people still lost their lives, which is why improving general aviation safety is on the NTSB's Most Wanted List of transportation safety improvements," said NTSB Chairman Christopher A. Hart. "While lower, these numbers are still too high." Flights under Part 135, including commuter and on-demand operations, saw five total accidents in 2015 with one fatality, resulting in an accident rate of 1.458 per 100,000 hours flown – nearly level with 2014, when four accidents and no fatalities were reported. Meanwhile, U.S. air carriers saw no fatalities in 2015 or 2014.

The meeting begins at 6:30 with a social featuring complimentary pizza.

PLEASE NOTE ROOM CHANGE: We will be in Room 105 of Wilkins Hall at Cape Cod Community College, which is immediately across the hall from our regular room 117. Use parking lots 3 & 4. Handicap parking and elevator service is available by the entrance. CCCC is 500 yards North of Route 6, exit 6 on Route 132 in West Barnstable.

**SEEKING RESCUE FLIGHT FROM BARNSTABLE TO FT
LAUDERDALE!**

Cape Wildlife Center is seeking lifesaving transport for an osprey patient who cannot migrate on his own. Nearly two months ago, an osprey nest caught fire in Osterville. The adults flew off to safety. The juvenile osprey was not so lucky and was admitted to Cape Wildlife Center with smoke inhalation. After weeks of intensive care, he rallied and slowly regained strength. Finally he began to self-feed but still remains in care, needing time to strengthen and be ready for the rigors of life as a wild osprey.

Unfortunately time is against him and we are facing a dilemma. Migration is mostly finished and by the time he would have the fitness required to be on his own (mid- to late-October), all of his species will be south of here. So we are exploring options to fly him to our sister facility in Florida, where he can be prepared for release. Can you help? We need a direct flight to Fort Lauderdale, FL. If you can, please contact Cape Wildlife Center Director Deborah Millman at dmillman@humanesociety.org

MEMBERSHIP UPDATE

As this email CAPA has 117 paid members. Thanks to all who belong to the Cape aviation community and support our organization. It is a wonderful way to meet other Cape aviators, improve flying skills, stay in touch with the latest developments, and enhance your general enjoyment of the field you love.

As we voted last year, all non-members have now been cut off from receiving this newsletter. One of the benefits of membership is the monthly communication we send out, and it is unfair for those who have not paid their dues to receive this benefit. However, we continue to encourage new membership and hope every member will bring another pilot to our meetings and encourage them to join.

GET YOUR \$500 REBATE!

If you've been flying long enough, you likely remember when the FAA mandated that all aircraft flying in Class A, B, or C airspace, and within 30 miles of a Class B primary airport, or above 10,000 feet are required to have an operating transponder. The ADS-B rules have the same requirement. While you aren't required to be ADS-B equipped outside these areas, if you plan to fly in them you must have the ADS "out" equipment installed no later than December 31, 2019.

To encourage people to get it installed well before the deadline, when radio shops are expected to be deluged, the first 20,000 people to apply qualify for a \$500 rebate from

the FAA. Eligible aircraft are U.S. registered, fixed-wing single-engine piston aircraft whose operation required an onboard pilot, first registered before January, 2016.

To get the rebate, you must first register that the installation date has been confirmed with an installer within 90 days of the reservation date. To receive the rebate, the aircraft must be flown for a minimum of 30 minutes, with at least 10 minutes in maneuvering flight, within 60 days of the installation date so the FAA can confirm that your ADS-B is operating properly. Then "the check is in the mail."

Bring your ADS-B installation questions to the CAPA meeting. Your writer can also share the installation experience, and it is quite simple. It can even be done by an A & P mechanic with the proper tools.

Much has been written about ADS-B, but little of it extolls the benefits. Once you fly with ADS-B traffic in your cockpit you will never want to fly without it. The amount of unseen traffic along your route of flight is stunning, and more so when you realize that even under flight-following controllers do not call out all bandits. It is yet another advance which should further reduce the General Aviation accident rate..

CAPA EAST HONOR ROLL

Over the years we frequently mention the "CAPA East" breakfast group, a fun group of senior pilots who gather every Thursday morning to tell stories, jokes, and generally have have fun. Many are former World War II and Korean Conflict veterans, and as the years go by many have "flown West." Max Sarazin is the unofficial group leader, and he emails in a Yahoo Group aviation stories, articles, YouTube videos and occasionally with another passing, "the list."

With the recent passing of Chatham Airport fan Pier Bargellini (at age 102), here is the latest honor roll:

Red Beach 1/99
Ted Southworth 12/04
Joe Gomes /04
Warren Edwards /05
Bud Roper /05
John Buzzard /05
Jack Whittles 10/05
Hugh Paterson 2/06
Don VanGordon 8/06
John Ambroult 5/08
Russ Gardner 3/09

George Ladd 7/09
Ray Franzino 10/09
Phil Hercz 2/10
Dick Newton 4/10
Chuck O'Neil 6/10
Paul Wheatley 6/10
Mike Ford 7/10
Ed Lowery 3/11
Bob Sommer 6/11
Ted von Toerne 6/11
Don Owler 7/11
Warren Sampson 12/12
Ed O'Neill 5/13
Bob McDowell 5/13
Bob Anderson 10/13
Don Duquette 3/14
Lou Pritchett 5/14
Art Bukovich 5/14
Dave Eagles 7/14
Larry Giusti 7/14
Al Spencer 12/14
Ray Crowell 12/14
Freeman Flynn 6/16
Keenan Burns 8/16
Pier Bargellini 8/16

Pier Bargellini's amazing life story is attached.

JOHN GARABEDIAN, President

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Host: Open House Party

