

Propwash

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J.R. "Zoom" Campbell Editor-In-Chief jim@aero-news.net
Tim Kern News Editor tkern@aero-news.net
Pete Combs Feature/Column Editor pcombs@aero-news.net

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Welcome to this day's ANN Daily News Brief. We appreciate your joining us as we try to keep an eye on all the news we can find of interest to aviators and aviation-minded people all over the planet. We welcome and encourage your comments, criticism and suggestions... and hope that you'll become active members of the ANN community. We'd like to ask you one big favor... PLEASE TELL EVERYONE ABOUT AERO-NEWS!

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NEWS SUMMARY

Remember... You Have to Go to <http://www.aero-news.net> to read the WHOLE story! There's much more!

We're at 'Yellow' Again

We Await News of Relaxation of ADIZ, TFRs, Airport Restrictions; of Meigs Repairs...

Homeland Security Secretary Tom Ridge has lowered the nationwide threat level to "yellow" from "orange."



Ridge said yesterday in a written statement that he made the decision after assessing all applicable intelligence and following consultations with the Homeland Security Council.

A yellow level is still listed as a "high" threat. Orange is "elevated." Ridge raised the level on March 17, when President Bush issued the ultimatum to Iraqi dictator Saddam Hussein. Hostilities started against Iraq on March 19. Since the "threat levels" have been established, no threat level other than "yellow" or "orange" has been employed.

"While we continue to be at risk to the threat of terrorism at an elevated level, extensive protective measures remain in place throughout our nation," Ridge's statement says.

"We must be vigilant and alert to the possibility that al Qaeda and those sympathetic to their cause, as well as former Iraqi-regime state agents and affiliated organizations, may attempt to conduct attacks against the U.S. or our interests abroad," he wrote.



Ridge thanked the many civilian leaders and first responders nationwide for their support and cooperation since March 17. "They have protected our freedom at home in this time of war while their brave counterparts in our armed forces are fighting for this same cause thousands of miles away in Operation Iraqi Freedom," he said in the statement.

"The signal we have sent our enemies over the past few weeks has been clear: We will continue to resolutely defend our nation and its freedom."

Expanded P-49 TFR Heats Up

President Bush, craving some of that Texas homelife, is heading home. The President will be spending the Easter holiday at his ranch near Crawford Texas, and as a result, Prohibited Area P-49 heats up and expands through 12:15 p.m. Monday, April 21.



The current TFR establishes a 30-mile, <18,000-foot msl, TFR centered around the President's ranch-- which means that ALL flights without special Secret Service clearance are **prohibited** within a 10-mile radius of the ranch. Flights within 10-30 miles **must be on an active IFR or VFR flight plan with a discrete transponder code** assigned by ATC and remain in two-way communications with ATC. Flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight flights, and hang gliding within the TFR are prohibited. **Killeen Municipal Airport, which closely borders the TFR, has a special exemption** to allow flight training, traffic pattern activity and permit normal VFR ingress and egress. **Pilots should always check the NOTAMs** prior to takeoff by calling Flight Service.

3/2918.. PART 1 OF 2 FLIGHT RESTRICTIONS, TEXAS. PURSUANT TO TITLE 14 SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN 30 NMR BLW 18,000 FEET MSL OF 313445N/973200W OR THE ACT241014.4 FROM 0304161900 (1400 LOCAL 04/16/03) UNTIL 0304211715 (1215 LOCAL 04/21/03), SUBJECT TO THE FOLLOWING RESTRICTIONS UNLESS OTHERWISE AUTHORIZED BY ATC. I. ALL AIRCRAFT OPERATIONS WITHIN 10 NMR ARE PROHIBITED EXCEPT AS NOTED IN "III" BELOW OR UNLESS AUTHORIZED BY ATC. II. WITHIN THE AIRSPACE BETWEEN 10 AND 30 NMR ALL AIRCRAFT SHALL: A) BE ON AN ACTIVE IFR OR VFR FLIGHT PLAN WITH A DISCRETE CODE ASSIGNED BY ATC. B) REMAIN IN TWO-WAY RADIO COMMUNICATIONS WITH ATC. C) FLIGHTS WITHIN THIS AREA ARE FOR INGRESS AND EGRESS ONLY; FLIGHT TRAINING, PRACTICE INSTRUMENT APPROACHES, AEROBATIC FLIGHT, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRALITE, HANG GLIDING, AGRICULTURAL/CROP DUSTING, AND ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, ARE NOT AUTHORIZED. END PART 1 OF 2 WIE UNTIL UFN



PART 2 OF 2 FLIGHT RESTRICTIONS, TEXAS. III. EXCEPTIONS: A) MILITARY AIRCRAFT, LAW ENFORCEMENT, AND EMERGENCY MEDICAL ARE EXEMPT FROM THESE PROVISIONS UNDER THE FOLLOWING CONDITIONS: 1. MUST BE IN TWO-WAY RADIO COMMUNICATIONS WITH ATC AND 2. DISPLAY ASSIGNED BEACON CODE AT ALL TIMES WITHIN THE TFR. 3. AVOID PROHIBITED AREA 49 UNLESS THEY RECEIVE U.S. SECRET SERVICE AUTHORIZATION BY CALLING 253-982-4306. B) FLIGHT OPERATIONS ARE AUTHORIZED FOR ALL AIRCRAFT THAT OPERATE WITHIN A 4 NMR OF 310509N/974111W OR THE GRK058007.3 (KILLEEN MUNI AIRPORT) EXCLUDING R6302A/B. NOTE: ALL U.S. SECRET SERVICE CLEARED AIRCRAFT OPERATORS BASED IN THE AREA SHOULD NOTIFY WACO REGIONAL ATC AND THE U.S. SECRET SERVICE PRIOR TO THEIR DEPARTURE. END PART 2 OF 2 WIE UNTIL UFN

FMI: www.faa.gov, www.whitehouse.gov

AMR's Carty Gets What He Wants, 'Commends' Employees for Consensual Agreements

It Was This Or Bankruptcy (Rock/Hard Place Scenario?)

AMR Chairman Don Carty (right) expressed his gratitude,



Wednesday, to the employees of American Airlines and their union leadership for ratifying ground-breaking agreements to achieve \$1.8 billion in annual employee cost savings. American's unionized employee groups rallied to ratify consensual agreements reached just two weeks ago with the Allied Pilots Association, the Association of Professional Flight Attendants and the Transport Workers Union.

"This development is unprecedented in the history of the U.S. airline industry," Carty said, heralding ratification votes to approve the restructured contracts, "and I am enormously proud of our employees... These votes clearly demonstrate our employees' dedication and commitment to creating a secure future for American Airlines and its people," he added.

Carty also thanked union leaders for agreeing to accelerate the ratification process from the standard 30 days to two weeks, and credited all three unions for working together to overcome last-minute issues with the APFA's balloting process and urging the extension of voting for flight attendants. "This has been a race against the clock," Carty said. "My thanks go to the union leadership and to all our employees who recognized the urgency of our financial crisis and rose to meet the challenge."

Commenting on the fact that the company had made millions of dollars in loan repayments to allow the extension, Carty said American's employees had proved that the risk was worth taking. "I'll bank on the employees of American Airlines any day," Carty said. "I believed it was important to make an investment in the future of this company, just as our employees have made a significant investment themselves. Today I have even more confidence that, by continuing to work together, we can make our investment pay off."

Carty and AMR President and COO Gerard Arpey said ratification of the labor agreements is a significant step toward helping the company in its efforts to restructure costs on its own. In addition, the company continues its work to secure accommodations from its lenders and suppliers.



"Today was an important step in our ability to transition to the 21st century as a new airline in a new era. With the help of our employees -- our greatest asset -- we will take on the competition, and work together to succeed," Carty and Arpey said. But the company cautioned that even with ratification of the agreements, American's financial condition is weak and its prospects remain uncertain. Carty warned that the company is not yet "out of the woods," and "that given the hostile financial and business environment we find ourselves in and its inherent risks the success of our efforts is not assured."

The accords with the three unions are far reaching and touch on nearly every aspect of pay, benefits and work rules. The company has also announced changes to pay, benefits and work rules for all non-union employees, including agents, representatives, planners, support staff and management.



The cost savings were divided by work group as follows:

- Pilots: \$660 million
- Flight attendants: \$340 million
- TWU Represented employees: \$620 million
- Agents, representatives and planners: \$80 million
- Management and support staff: \$100 million

Carty, who said the restructuring effort is based on a model of "shared sacrifice," took a 33 percent base pay cut, declined a bonus for the third consecutive year, and participated in other changes that significantly reduced the value of compensation for senior officers.

"These are difficult times for the company and our people," Carty said. "Rest assured that I would not ask for these sacrifices if I weren't convinced that they were absolutely necessary. The company recently announced a new profit sharing and stock option program that will allow employees to benefit from the company's eventual recovery."

"Working together, we have made hard choices, but they are choices that are ultimately in the best interest of American Airlines and its employees," Carty said.



FMI: <http://www.amrcorp.com>

AA Flt Attendants Reconsider/Agree to Concessions... APA Grateful

APA Responds to Flight Attendants' Approval of Tentative Agreement

The Allied Pilots Association (APA), collective bargaining agent for the 13,500 pilots of American Airlines, released the following statement (presented in full) late Wednesday regarding the Association of Professional Flight Attendants' ratification of their agreement with American Airlines management:



"It is clear that all of the unionized employees of American Airlines have had to make some extraordinarily difficult decisions during the past couple of weeks. The members of all three unions are now facing the reality of significant personal sacrifices in light of the large pay cuts and additional furloughs we have each voted to approve as part of our respective agreements with American Airlines management.

"That noted, it was clear that the bankruptcy process would prove even more onerous. For that reason we are grateful to be avoiding, at least for now, the additional expense and uncertainty that bankruptcy would bring.



"The membership of the Allied Pilots Association met the cost-savings targets that management established at the onset of these negotiations, as did our coworkers at the Transport Workers Union and Association of Professional Flight Attendants. As we go about our daily duties, we will continue to do our part to help ensure the survival and viability of this great airline. It is our hope that management will now make the most of the valuable reprieve that the unionized employees of American Airlines have collectively provided with our sacrifices." Founded in 1963, APA is headquartered in Fort Worth, Texas.

FMI: <http://www.alliedpilots.org>

Emergency AD: MDHC

AD NUMBER: PL2003-08-51

MANUFACTURER: MDHC

SUBJECT: Airworthiness Directive PL2003-08-51

SUMMARY: This Emergency Airworthiness Directive (EAD) covering certain **Model 369 and 500**

helicopters is prompted by two reports of cracked tail rotor blade pitch horns (pitch horns) that failed during flight. In both occurrences, the pilot was able to land the helicopter without further incident.



Investigation revealed that the cause of the failures was a fatigue crack in the pitch horns that developed before the tail rotor blade reached its retirement life. This condition, if not corrected, could result in a pitch horn separating from the tail rotor blade leading to an unbalanced condition, vibration, loss of tail rotor pitch control, and loss of directional control of the helicopter. This unsafe condition is likely to exist or

develop on other helicopters of the same type designs. Therefore, this EAD requires, before further flight, reducing the retirement life of certain tail rotor blades from 5,140, 5,200, or 10,000 hours time-in-service (TIS) to 400 hours TIS, performing a onetime visual inspection of each pitch horn for a crack or corrosion, and replacing unairworthy tail rotor blades with airworthy tail rotor blades. This EAD also requires revising the Airworthiness Limitations section of the helicopter maintenance manual to reflect the reduced retirement life, and reporting information to the FAA within 24 hours following the one-time inspection.

FMI: www.avantext.com/DailyADIndex.ASP?AD=PL20030851

XCOR: More Bucks To Play Buck Rogers

XCOR Secures \$187,500 Equity Investment For DoD Matching Program

XCOR Aerospace has announced that it has successfully acquired an additional \$187,500 in equity investments. This round of investment qualifies the company for a Department of Defense program that matches private capital four to one up to \$750,000. The funds will be used for development of rocket engine pump technology.



“In the current tight fund-raising environment, it’s a testament to the company’s strength,” said Rich Pournelle, XCOR’s Director of Investor Relations. “The rocket engine pump is a critical component in the development of a reusable suborbital vehicle rather than rockets that are thrown away with each launch.”



XCOR is privately funded and its current investors include a former venture capitalist, software industry leaders, and other private investors. “XCOR is a sound investment because of the accomplishments of their engineering team and their focus on reusable rocket technology,” said Montana-based investor Dr. John Jurist. “The company has sound management and one of the most experienced rocket teams in the business. I firmly believe XCOR is positioned to be a leader in the development of suborbital vehicles.”

The company will now focus on securing a combination of government contracts and additional private investment to continue development of a suborbital vehicle for space tourism, microgravity research and microsatellite launches. XCOR Aerospace is also expanding its operations and moving into a 10,000 square foot facility located on the Mojave Airport flight line. The new facility consolidates operations which were spread between several locations.



XCOR Aerospace is a California corporation located in Mojave, California. The company is in the business of developing and producing safe, reliable and reusable rocket engines and rocket powered vehicles.

FMI: www.xcor.com

Progress Report: First Armed Pilots

TSA Tells Us Something...

Last November, after near-universal coaching from pilots unions and security experts, Congress figured out that, in the last resort, it might not be a bad idea to let pilots arm themselves, in order to protect the cockpits against September 11-style attacks.



The Transportation Safety Administration -- whose official position (as well as that of the President, Secretary Ridge, and others in the ruling class, going back to the TSA's original capo, John Magaw) was opposition to anyone other than Air Marshals' having a chance for self-defense -- was given the task of prescribing and administering training and tests to those certified airline pilots who would volunteer and train on their own time.

Well, now it's five months later ("Pretty good, for government work," joked TSA spokeswoman Heather Rosenker), and the first class (of 48 pilots) is in training.

The training will last through Saturday, and conclude with comprehensive testing.

It's not the first testing for these pilots, though. Not content with understanding that pilots hold hundreds of lives in their hands all the time, the TSA employed "experts" to conjure up some additional psychological tests. These industrial psychologists are the same folks who made up the tests for screeners, although the criteria were, of course, somewhat different. (One difference, even when this class is compared to future classes, is that these particular 48 were nominated by ALPA and COPA [that's what they said: "COPA" -- we're still checking on that one -ed.]; future classes will be drawn from a more-open applicant pool of active cockpit crew.)



Next, the prospective volunteer had to go through **another background check**, with generally the same "hoops" to jump through, that regular federal LEOs get. Details were not available from the TSA. (Presumably-similar qualifications are regularly posted in the "employment" sections of the federal Marshals, Secret Service, FBI, BATF, and the myriad other federal police sites.)



After completing the 48-hour course (more hours than a senior Captain might work in several weeks), the volunteers are tested in the basics, and given self-defense training; and rigorous marksmanship testing (although the exact distances at which their shooting skills were to have been tested were not mentioned).



Upon graduation, the volunteers will be deputized as "Federal Flight Deck Officers," and they will be charged with **protecting the cockpit (only)**. Air Marshals, if any, are responsible for the rest of the plane. *Everyone outside that new cockpit door is on his/her own*, regardless the skill level, training, credentials, and deputization of the front-seaters.

More...

The original funding, to develop the training and get the program started, was \$500,000. Part of that money will cover the pilots' approved weapons -- .40 caliber semiautomatic handguns. [Glock 23 pictured; actual make/model of federal issue wasn't known -- ed.]



As soon as the pilots graduate, they'll be back in the cockpits -- as soon as next week, depending on their schedules. Retraining is somewhere down the road; we're unsure how often recertification would be required, how much it will cost, who will be eligible -- and just what parameters will be tested.

The TSA told us that they're proud that they've 'met another Congressional deadline;' and they wanted us to pass along that, "TSA is taking every precaution they can, to train folks appropriately, before they *let* somebody carry a firearm."

[We hope the training is indeed 'appropriate;' yet we wonder just what additional psychological tests would be required of those professionals who already hold the keys to the airplanes. As for 'marksmanship' training, we hope that most of that includes how to hang on to that .40 cal -- distances in a cockpit are so short that any 'range' work would be effectively meaningless --ed.]

Note to front-seat ANN Readers: after your training is complete, **we'd love to hear** from any pilots who made it through -- or who didn't.

FMI: www.tsa.gov; www.alpa.org

Execs and Friends: They're Not Like Us

They're Rich, and Protected by Friends in D.C.

It's all legal; after all, he who has the gold, writes the rules -- but it has a lot of the regular workers at AMR Corp in a knot. Most of them just, in the past couple days, gave up large parts of their future earnings to ensure the airline's viability -- and they just found out.



There's a special trust fund set aside, untouchable by the bankruptcy court and creditors, and it holds the millions that AMR's top executives -- nearly four dozen of them, including CEO Don Carty (pictured) -- will get as part of their pensions.

Revelation came too late for union votes...

The unions voted Monday and Tuesday. The trust was revealed in an attachment to the company's annual report, filed with the SEC on Tuesday -- too late to affect the unions' votes. Union negotiators, under nondisclosure agreements, knew, at the last minute; **but they couldn't say anything.**

The filing reveals that the trust was created on October 14 -- six months ago. Its language says its monies, "...shall not be subject to the claims of the creditors of the Corporation in a bankruptcy or other insolvency proceeding under Federal or state law."



[If that sounds to you like a taking of assets, to protect them from creditors, that's what it sounds like, to a lot of other people, too. It's legal, though -- the IRS got paid, and that's all Congress cares about, when writing *special rules for special people* -- ed.]

The fund is minded by Wachovia Bank of North Carolina, which also takes care of the executive pension program.

Fool me once, shame on you...

Now we know; the unions know; and **you know.**

The next time an airline board member asks for deep concessions from labor, nobody's going to trust them. That's bad news for everybody who isn't squirreling away money this way.



But... it doesn't matter to the AMR execs -- they're covered, even as they ride the airline to its doom, on the backs of its workers.

FMI: www.amrcorp.com

It's 'Yellow' -- So Let Our Airspace Go

AOPA's Letter (4-16-03)

The Honorable Asa Hutchinson
Undersecretary for Border, Transportation Security
Department of Homeland Security
3801 Nebraska Avenue, NW
Washington, D.C. 20528

Dear Undersecretary Hutchinson:

The almost 400,000 members of the Aircraft Owners and Pilots Association (AOPA) were very encouraged by the news today that the federal government has lowered the National Threat Level Alert status to Yellow, and will be "standing down" Operation Liberty Shield. Nearly 65,000 AOPA members base their airplanes and/or fly in the New York and Washington DC areas. As Americans concerned with this nation's security, these pilots have tolerated an ill-conceived operational plan during the period of heightened alert. Now, with the reduction in the nation's threat condition, the Aircraft Owners and Pilots Association (AOPA) requests the immediate suspension of the Air Defense Identification Zones (ADIZ) around Washington DC and New York City.



Fortuitously, you and I have a scheduled meeting next Monday morning (April 21) and this request will be the most important discussion point. Over the past several days I have been conducting meetings with our members in the New York City area and they have made it clear that these restricted flying areas are an operational disaster. Some 91% of the more than 400 pilots attending a meeting held in Teterboro, New Jersey, said the New York ADIZ had adversely impacted their flying.

In public statements, the Transportation Security Administration (TSA) and the Federal Aviation Administration (FAA) emphasized that enhanced airspace control measures were put into place consistent with a heightened National Threat Level Orange. TSA Administrator James Loy was quoted in the TSA press release as saying, "We appreciate the cooperation of the general aviation community as we implement sound security measures and tighten our defenses during this period of heightened alert."

AOPA's members are now not just asking, but demanding with the reduced threat level, that the ADIZ areas be rescinded. We want to support your efforts on national security and realize this may mean temporary restrictions, however, elevated threat conditions should not be an excuse to impose airspace restrictions that are not eliminated after the threat conditions are lowered. Will these restrictions be like taxes, once imposed as a temporary measure, they never go away? What is so different now, than during almost all of last year when there was no ADIZ, and the nation was challenging the Middle East with war?



The TSA, FAA and other agencies created the ADIZ for Washington, DC and New York City in response to heightened terrorism threat levels. This encompasses 30 nautical miles around Kennedy, La Guardia, and Newark Airports and impacts 27 public-use landing facilities in New York. The Washington ADIZ covers some 23,000 square miles around Baltimore, Washington, and Dulles International Airports and impacts some 23 public-use facilities. General aviation pilots in the ADIZ must maintain two-way radio communications use a transponder and discrete beacon code, file IFR/VFR flight plans, and follow standard air traffic procedures before entering the ADIZ. This has overloaded the ATC system, causing extreme difficulties for pilots in gaining access to the airspace.

AOPA has been flooded with complaints from pilots who have been subject to lengthy delays and even denied



service. For example, a pilot in the Washington DC area reported waiting 55 minutes on the ground for approval of a flight plan, 30 minutes to get through on the telephone to the FAA Flight Service Station and another 20 minutes for a briefer to actually pick up the phone. All told, this pilot invested more than 1 hour and 45 minutes to file the required ADIZ flight plan, contact ATC, receive a transponder code, and obtain clearance into the ADIZ -- an amount of time equal to the total flight time for the planned trip! An AOPA member in New York waited "more than two hours on the ground after engine start up" to receive clearance into the New York City ADIZ -- for a flight that was to take less than one-hour enroute! These are but two of the many horror stories we have heard that includes countless reports of extreme delays, cancelled flights, terminated flight lessons, and lost business at general aviation airports.

Based on real world experiences by pilots, the ADIZ is not working. It is clear that the air traffic control system does not have the resources in place to effectively manage, for extended periods of time, the volume of general aviation traffic requiring access. This system was not designed to accommodate visual flight rule traffic loads; rather it was put in place to separate aircraft on instrument flight plans, mainly commercial air carriers. Early in the implementation of the Washington DC ADIZ, AOPA spent considerable time and resources developing a comprehensive plan on how to make it operationally more efficient, while retaining the perceived or real security the ADIZ represented. Those recommendations were provided to the TSA and the FAA on March 12th, but have never been answered.

On behalf of the nearly 400,000 members of AOPA, under this reduced threat level, I urge you to rescind the ADIZ restrictions immediately.

Sincerely, Phil Boyer

Cc: Blakey, Loy, Shkor

[We concur --ed.]

FMI: www.aopa.org

Sportys: Eliminate Hangar Rash with Protective Foam

You can always tell the guy who has just walked into the trailing edge of a Skyhawk by the ugly cross-hatched bruise (or worse...) that appears across his forehead.



Believe me, it smarts...

But Sportys' "Uncle Hal" Shevers has a quick and inexpensive solution for such embarrassments (not to mention the cost of the obligatory stitches...) that not only protects your noggin, but that expensive trailing edge of your favorite aircraft, as well. Both hangar maladies, the much suffered "hangar rash," and the occasional bruised forehead, can be all but eliminated with a simple new product from Sportys'.

Protective Foam for Trailing Edges (Sportys ID#: 6502A) easily slides onto the trailing edges of flaps, ailerons, elevators or rudders for a measure of added protection. The Protective Foam for Trailing Edges is particularly helpful when stacking a tight hangar. The Protective Foam comes in three-foot long sections and is bright red as an added reminder to remove before flight. The sections can be easily cut into smaller pieces.



FMI: www.sportys.com

Headset Wars

From ANR to dB

One thing is for certain in the long wars over whose top-line headset is the best: customers have better choices than ever.

At Sun 'n Fun, I spent some time with three of the premier headset makers, and was able to make time to receive two presentations. **In a future edition of ANN**, you'll see a side-by-side test of several of today's best ANR (active noise reduction) headsets; for now, I'll tell you what I learned at the show.



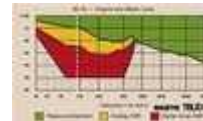
First, there's no free lunch. These sets all cost from several hundred, to nearly a thousand dollars. They're all better than the best-available sets of just a few years ago, and, considering I paid over \$900 for my Telex ANR set twelve years ago, they're (relative to inflation) becoming more affordable.

'The myth' is dying, as well it should.

Active Noise Reduction is still somewhat misunderstood. The principle is that each ear cup has within it, in addition to the traditional speaker, a microphone, and additional circuitry. The mic hears noise from the environment and relays that info to the circuitry; and the speaker then manufactures an identical sound inside the ear cup -- but exactly out of phase, or "backwards." That additional sound, the theory goes, exactly cancels the outside noise. The misunderstanding is that ANR sets cancel ALL the outside noise -- not just the fatiguing engine drone, but also the "noise" of passengers, stall horns, gear horns... It's not the way it's designed; and it's not the way it works in practice.

Engines and props hum. People chatter.

Modern noise-cancelling sets attack primarily the engine and propeller noise, which are typically lower-frequency sounds. 90 Hz (90 cycles per second) is the de facto standard frequency that is most-attenuated by the circuitry. The higher frequencies, where gear horns and your passengers' speech predominate, receive very little, if any, attention from the noise-canceling circuits. The human voice generally occupies the 200~2000Hz range.



Your mother-in-law will still sound quieter in most cabins when you wear your headset, because the set itself blocks some sound (plain old "passive attenuation"); but she may be more-understandable, because your ears won't have to block that low-frequency sound the engine and prop are making.

Factors:

All the manufacturers agreed, that "*any headset is better than no headset*," but they also stressed that it's important to use the best set you can afford, right from the start. Although it's tempting as a student to buy a low-cost passive set, your ears will last longer if you start with a great set, right away. Why wait until after your hearing is damaged, to start wearing a set that helps you hear, and protects your diminishing asset? Hearing damage is continuous and cumulative.

Several things go into determining 'the right headset' for you. Perhaps the most-important is individual comfort. Different peoples' heads are different shapes; some headbands and ear cups are more-comfortable for some people. A lot of us wear glasses -- how well does the ear cup seal around the



temples? Is the clamping force sufficient, or excessive? Are we flying in a Falconjet, or an open biplane? In other words, will we wear the set, and will it be comfortable in our regular use? Heavy clamping forces may be necessary in the Stearman -- can we lighten the clamping load in the Extra 400? Most pilots' heads aren't symmetrical; many pilots' ears aren't both put on at the same "altitude;" everybody's ears are different, too -- angle, size, and shape... and don't forget the glasses. Some prefer the plastic, gel-filled earpieces; others like soft leather and foam. Each has relative advantages and drawbacks.

To publish, or not to publish: that's one question.

The Bose people said they don't 'engage in the dB wars,' meaning that they don't publish numbers about how many decibels' reduction in outside noise their sets produce. Telex, on the other hand, has numbers for all their sets. Why the difference?

The Telex demonstration was a case in point, demonstrating to me why each company would have its own tactic. The test, well-constructed for a field demonstration, used an enclosure with anechoic foam and a large speaker inside, producing calibrated noise for an aluminum billet "head," on which various headsets were placed.



First up was the new Bose 'tri-port' set, with perhaps the lowest clamping force in the industry. Bose, which believes its new technology allows the mechanical forces to be reduced, also uses leather-covered foam cups. The result on a block of aluminum is that the Bose set doesn't "grab" very tightly (and if *your* head is smooth aluminum, it won't grab you, either). The Bose set was tested, and a digital oscilloscope showed noise attenuation on the adjacent screen. That attenuation curve was preserved, as another headset was auditioned. Finally, the Telex Spectra 50D (top photo) was placed on the aluminum 'pilot,' and the test was run again. Strangely (since this was a Telex demonstration), the Telex attenuation curve was indistinguishable from a low-cost competitor's! Our demonstrator opened the test box, saw that he had placed the Telex set a little off-square on the test head, and repositioned the headset. Voilà! the Telex headset outperformed all comers. Then, before I tried on the Telex set, my demonstrator loosened the clamping force on the headband.

That little demonstration points out that any laboratory test results, in order to generate comparable data, need to be carefully controlled; it's also important to note that dB reduction is highly frequency-sensitive -- and that's a deliberate function of the circuit's design. Consider also that any lab test, no matter how fairly-designed and administered, will, by virtue of the fact that sets are designed to do different things, 'favor' certain designs. Your own head, though, cares only about what *it* needs -- not what the results would be on someone else's head, or in a lab. The tests *are* important -- they'll narrow your choices; but don't rely only on the tests, before you send your stack of hundreds to the nearest pilot shop.

The Bose demonstration was opposite in approach. I was invited into the big Bose truck/studio, and subjected to the noise from a Bradley Fighting Vehicle. [Actually, the noise inside a real Bradley is in excess of 100 dB at certain frequencies; our room was limited to 90~92 dB, in the interest of not rendering deaf any poor soul who pulled his headset off early.] Bose explained that their design goal was to provide ultimate comfort, with "enough" noise cancellation. Its magnesium headband, light clamping force, and protien leather-over-foam earpieces, along with other features, certainly meet the "comfort" criterion. The 11.5 ounce set also makes "riding in the Bradley" a tolerable experience. How many dB of attenuation? I don't know. Was it 'enough?' Sure -- but would a different set have 'felt' better? I don't know -- I didn't bring a different set. Would I be *happy* with the Bose performance? You bet... but I don't know how *convinced* I'd be, unless I tried a lot of sets. Side-by-side -- you gotta do it.



Why you need to use your own head:

Do you want a TSO'd headset, so you don't need auxiliary power? Are you worried about 'special' battery needs? Do you want stereo? Do you need a dynamic mic, or do you prefer an electret condenser design? Left-hand hookup, or right -- or is your headset adaptable, either way? Do you need adjustable clamping force? Do you wear glasses, or a hat? How long do you fly, at a stretch -- is weight, by itself, a major concern? Are you typically rough on equipment -- is cord or plug design a factor?



In other words, although you'll get some idea of which headsets you want to consider from reading the manufacturers' literature, it's important to actually try them yourself. If you're lucky enough to do it in your own airplane, that's even better. Several manufacturers will sell a set on a 30-day return. If your credit card will stand it, consider 'buying' all of your top choices, and flying with them, under as-typical conditions as possible. Then, keep the one you love the best. I've kept that old Telex set for a dozen years...

FMI: www.bose.com/anrheadset; www.telex.com/aircraft

Cathay Freight Schedule Not Affected by SARS

Maintains a Full Freighter Schedule

Cathay Pacific's all-cargo freighter schedule has been unaffected by the disruptions in travel patterns resulting from the conflict in the Middle East and the outbreak of atypical pneumonia.



Cathay Pacific Cargo is currently operating a full freighter schedule world-wide and maintaining passenger flights across its whole network, except to Kuala Lumpur. Passenger flights to the Malaysian capital and Penang were suspended following that country's decision to impose stringent visa requirements on Hong Kong and Canadian visitors. However, freighter services to Penang continue as normal.

Passenger Schedule Reduced

In response to the recent significant downturn in air travel to and from Hong Kong, Cathay Pacific has reduced its normal passenger schedule by 42%. The cancellation of passenger flights has had little impact on cargo, however, and freight carried in the belly-holds of passenger flights is still a major operation. Before any passenger flight is canceled the cargo contribution of that flight is taken into full consideration.

The airline is striving to meet the needs of the cargo community during this difficult time, particularly in Hong Kong. Cathay Pacific's loss of cargo capacity due to the cancellation of passenger flights has been limited to around 15%. There is currently no cargo backlog at terminal operators and there have been no reports of cargo disruption at Hong Kong International Airport.

Freighters Coming Out of Mothballs

To compensate for any loss of cargo capacity resulting from the cancellation of passenger flights, Cathay Pacific is bringing back into service some of the freighter aircraft that were parked after the post-911 downturn. Also, in order to meet market demand, the airline has newly launched twice weekly freighter service between Hong Kong and Singapore.



Cathay Pacific General Manager Cargo Kenny Tang said: "Even though the current difficult situation has caused Cathay Pacific to take a number of contingency measures, including cuts in scheduled passenger

services, the airline is firmly committed to maintaining its network and providing scheduled cargo services."

Mr. Tang said the cargo business has now entered the second quarter, which, traditionally, is a quieter season. "We expect any impact should be manageable but we will keep monitoring the situation and make adjustments accordingly," he said.

From the U.S., Cathay Pacific operates a six times weekly freighter service from Los Angeles, Chicago and New York to Hong Kong and a three times weekly freighter service between San Francisco and Hong Kong.

FMI: www.cathaypacific.com

Wild Rumor of the Week: Concorde for EAA Museum

It's Just a Rumor; and It's Not Even a Good One

With our April First edition already passed, we hesitate to bring you this one; but, because we've been contacted by various media for the story, we thought we'd tell all of you: no Concorde is slated to find a place in any EAA museum. That's official.



Here's how the rumor got started: a Fond du Lac (WI) radio host (Joe Scheibinger, at KFIZ), a big supporter of EAA, was interviewing the EAA Museum's Adam Smith, and up came the topic of how great it would be, if one of the soon-to-retire Concorde's were to wind up with the EAA. (The Concorde's have made appearances at five Oshkosh extravaganzas, after all -- the sixth, the year 2000 appearance, was canceled due to that crash.)

At any rate, Joe was saying how great it would be, if "somebody" would sponsor a Concorde donation.

The sponsorship would cost about four million dollars; the EAA has the acreage...

Can't happen:

"There's at least four things that mean it can't happen," said EAA's Dick Knapinski.



The machine cannot be stored outdoors for extended periods; that means a hangar would have to be built; and, as a museum, that means "We can't just put up a pole barn," he told us.

The machine hasn't been offered -- not by BA; not by Air France.

There's no money to procure a Concorde; there's no money for its transport; and there's no money for its storage, and eventual display.

Well, that's more than four things... In sum, Knapinski said, "It's not an EAA thing... We've had exactly no contact with BA... We're talking pure speculation here."

Anyway, if you'd like to send a big ol' check to EAA, that'd be OK, in any event.

FMI: www.eaa.org

Aero-News: Quote of the Day (04.17.03)

Aero-News: Quote of the Day

ANN's Quote of the Day usually derives from current news, though we reserve the right to pick quotes out of history that have a bearing on the day's events and issues.



Reader suggestions and comments are welcome... and if particularly thought provoking or poignant, may themselves become future Quotes of the Day. Let us hear from you, folks!

Aero-News Quote of the Day

"Based on real world experiences by pilots, the ADIZ is not working. It is clear that the air traffic control system does not have the resources in place to effectively manage, for extended periods of time, the volume of general aviation traffic requiring access."

Source: AOPA President Phil Boyer, commenting to TSA's Air Boss, on the return to 'yellow' threat status.

FMI: www.aopa.org

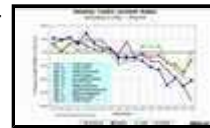
Decline in Air Travel Leveling Off

'War' is Nearly Over; SARS Still Has Effect on Pacific Travel

AIR TRANSPORT ASSOCIATION

The Air Transport Association (ATA) has reported that traffic declines for the nation's airlines began to lessen last week, on positive news concerning the war in Iraq, coupled with deeply discounted airfares. The Pacific region, however, experienced an unprecedented drop in traffic of 35.7 percent. Systemwide traffic for the week ending April 13 remained down by 10.6 percent compared with the same period last year, improved from the 17.4 percent decline reported for the week ended April 6. Atlantic traffic fell 21.0 percent compared with the same week in 2002—a slight improvement over last week. Domestic traffic, reflecting holiday travel, saw some improvement, down 5.9 percent over the same week last year, compared to last week's 14.7 percent year-over-year decline. Latin region traffic was relatively flat.

"While positive news about the war in Iraq and lower fares are bringing improved traffic results in some regions, progress is being eroded by significant declines in the Pacific [purple line], driven by SARS worries," said ATA President and CEO James C. May.



"Our aviation system is facing unprecedented challenges as it struggles to reestablish economic stability. Now, more than ever, we need a coherent and consistent approach by government and industry, in order to meet the needs of our transportation-dependent economy."

FMI: www.airlines.org/public/industry/bin/WarTraffic.PDF

Congress Gives More \$ to Airlines

Offset+ to Mandated Expenses

Yesterday, President Bush signed a 'war'-related \$77 billion emergency supplementary appropriations bill (just \$62.6 billion of which will actually go to the DoD), which included \$3.5 billion in assistance to airlines and airports, and extended unemployment



benefits for airline and other workers. Of the \$3.5 billion, approximately \$2.9 billion is allocated for U.S. airlines. Delta's CEO, Leo Mullin, said, "This is a very welcome and important step as we continue the public-private partnership that has vastly improved security for air travelers. This federal reimbursement for security costs will allow our industry increased flexibility to deal with issues of cost, competition and capacity that are solely ours to address."

Through its action, Congress has acknowledged that the federal government should bear the costs for national security in the airline industry, just as it does in other sectors of our economy. That acknowledgement will lead, hopefully, to permanent action to relieve the industry of security costs in the future."



(Delta expects to receive approximately \$400 million.)

The catch?

The legislation also requires that the compensation for the two top executives in the six major U.S. airlines be limited until April 2004 to their base salary level on April 1, 2003.

FMI: www.firstgov.gov

ANN Free Classifieds Featured Ad: Ford TriMotor!!

ANN FREE Classifieds: Ford TriMotor!!

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For Sale: Ford TriMotor!!

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www.trimotor.net,
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FMI: [Email the owner](mailto:owner@trimotor.net)

Next Mars Rover Launch Delayed

'Guillotine' Could Short Boards

'In case of trouble, cut wires.' That's the mandate of a little 'guillotine-like' device that's built into the two Mars Rovers, that are scheduled to launch this Spring and Summer. The problem with guillotines is... they can cut things.

In the case of the Rovers, there is an obscure failure mode in which the blades could short out surrounding circuitry, effectively blowing the brains out of the expensive little vehicles as they approach the Red



Planet's surface, with expected (catastrophically negative) results.

NASA is taking both Rovers apart to correct the problem; that R&R will delay the first Rover's launch a bit more than a week. The new launch date can be no earlier than June 8. (The second machine's launch, scheduled for the June 25~July 15 window, is unaffected.)

The last two Mars missions, in 1999, didn't work well: one was doomed by a premature shutdown of the retrorockets on landing; the other's calculations were done in both metric and English units -- and the overseers didn't catch the mixup until... poof happened.

FMI: www.nasa.gov

Alaska 'Flying Companion' Seminar

99s Sponsor Special Course For MIPs (Most-Important PAX)

Sometimes, our frequent passengers are afraid to ask -- we'll talk too much. Sometimes they're annoyed with the way men explain things (and, since 19 of 20 US pilots are male, that's a big stumbling block).

Anyway, the Mat-Su Chapter 99s and the Alaska Chapter 99s are sponsoring a "Spring Flying Companion Seminar," a week from this weekend, at mile 7 of the Palmer-Wasilla Highway, at the Mat-Su Covenant Church.



This seminar is designed for the spouse, friend, of frequent passenger who would like to learn more about flying to make them a more comfortable, helpful passenger, especially in an emergency situation.



Participants will receive instruction in the following areas:

- basic navigation and navigation instruments
- basic flight controls
- use of aircraft radios and terminology, and
- emergency procedures and survival.

But wait! There's More: Simulator time

In addition, participants will receive hands-on experience with a flight simulator and hand-held radios.

'Men explaining things' won't be the problem...

All instructors are licensed local women pilots with both instructional and flying experience.

A Certificate of Completion will be presented at the end of the course.

The whole course costs \$80.

FMI: cjg@mtaonline.net; parsonfly@matnet.com

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Winter Haven, FL, 33883-9132.

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"Service is the rent we pay for being. It is the very purpose of life, and not something you do in your spare time." Marion Wright Edelman
