

Lake Hood Pilots Association www.lakehoodpilots.com
Winter Meeting
12/08/2018

Meeting started at 10:05 by Scott Christy, President

Officer nominations were taken:

Scott Christy, President
Ron Stafford, VP
Jim Curtis, Treasurer

Board Members:

Burke Wick
Mark Madden
Jamie Patterson-Simes
Petra Illig
Jim Seeley
Steve Fishback
Carol Zerbe

Carol Zerbe- thank you for setting up the sound system.

There were no objections to the slate by present voting members.

First Speaker

“ANC/LHD Tower Update” by Clint Blaszak, Air Traffic Controller

This was not a formal presentation, but primarily Q and A from the audience. Many questions regarding the November 30 earthquake followed. Highlights included:

- Clint was in the tower during the November 30 7.0 earthquake – “the ride was pretty fun” and controllers had to work out of a pickup truck after evacuating – it seemed to go well everyone agreed. The ATC tower is stressed for a 7.0 directly underneath.
- Q: Any recent changes to the number of practice take offs and landings allowed at the strip? The “book” says 3-6, but tower won’t complain during daytime and will help as many as can be fit in by traffic. Recommend stopping after 10 pm for noise avoidance.
- Q: ADS-B turn on within 30 minutes – much discussion followed – one suggestion to go above 10,000 feet for the testing following installation (if you are going for the FAA rebate).

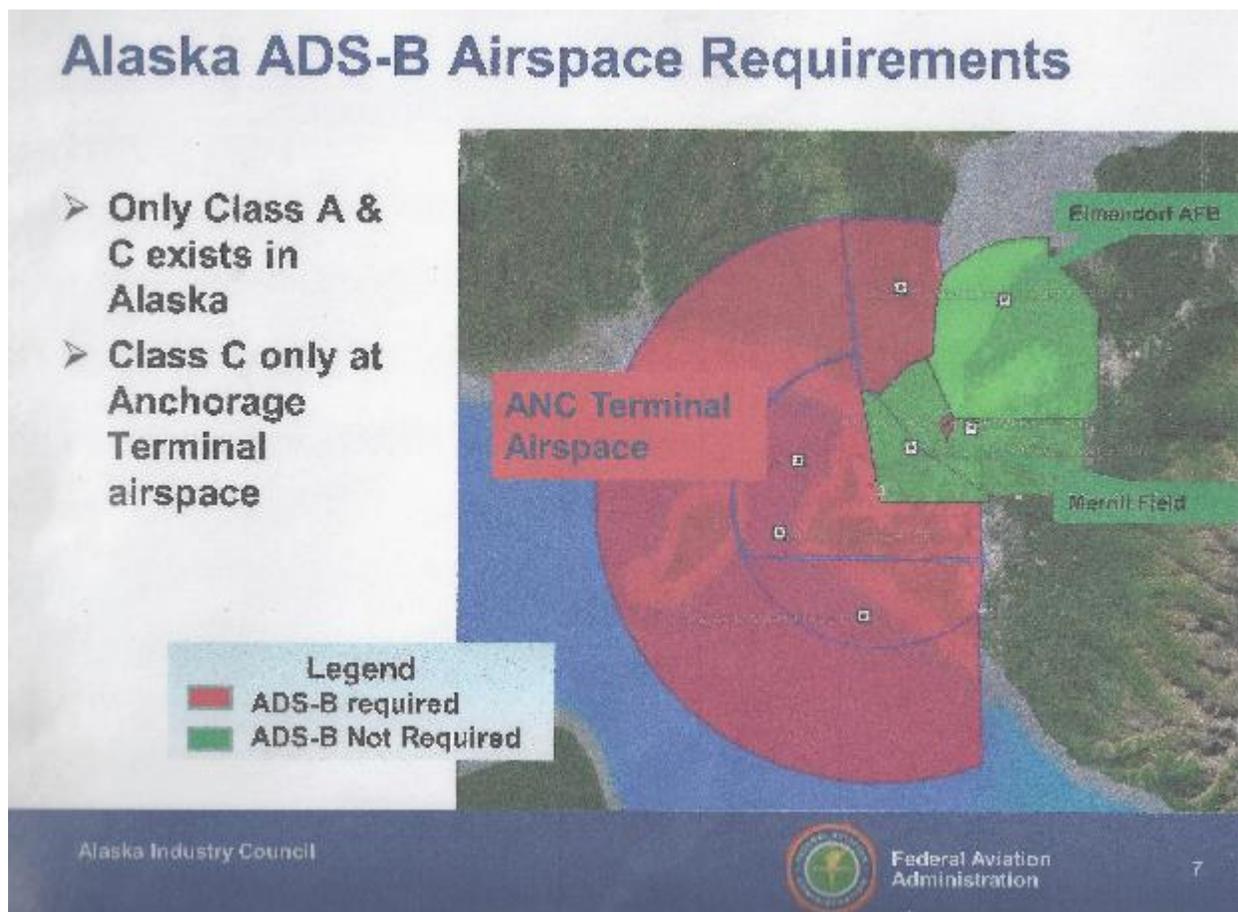
- Q: Can the runway be switched in low wind at evening to avoid sunset glare? A: Pilots can ask for it – if you want something from ATC, just ask – ATC will try to accommodate anything reasonable.
- Q: There were 2 airplanes that came in to LHD that didn't announce and was asking follow up – discussions followed
- A: ANC's N-S runway is going to be closing this summer – lots of heavy jets will be taking off to the east again with wake turbulence – they can sometimes turn below 2000 – so be careful
- Q: About landing south on Lake Spenard – question about winds –
A: Ask ATC for “operational necessity” and they will give it.
- Q: About location of the wind sensor. A: Sensor is near the DOT “upside down” building which is sheltered a bit so the readings are often inaccurate (too low). Be careful
- Q: Are there any drone reports? A: None at Int'l so far– sometimes at Merrill.

Second Speaker

Gary Bennett with Northern Lights Avionics at Merrill Field gave a talk on ADS-B Topics

- Rule 91.225 covers equipment use – mandates ADS-B Out (IN not required, but most helpful to the pilot). 91.227 covers performance requirements (manufacturing specs)
- Goes into effect 01/01/2020
- Most people at this time are installing IN as well
Certain airspace requires TSO-C166b (1090ES)
Others require TSO-C154c (978 UAT)
- 1090 box is a transponder box “on steroids “ - the UAT is only for the US
- UAT is the only one that allowed for ADS-B IN so you need this if you want 1090 also
- UAT is valid in all US airspace below 18,000 feet, but only 1090 is OK outside of US
- ADS-B airspace diagram in Alaska was shown [*see below*]. Since AK is exempted from the Class E airspace requirement, ADS-B Out will be required only within or above ANC terminal Class C and above 18,000 feet [*edited per Gary's post-meeting email*].

- Equipment needs – review your needs and expectations to decide what to buy (including traveling thru Canada which does not allow UAT transponder) Do you want ADS-B IN? If so, what will you use to display? iPad is capable – system must be capable to drive the app. Several different examples were shown.
- Having the traffic picture is very helpful and many pilots who have installed these systems have remarked how surprised they have been of traffic they didn't see.
- There is still some ADS- rebate (\$500) money available, but probably will run out by springtime. Check out ADS-B Rebate Program. Equipment is coming into short supply
- Discussion of various systems ensued
- State of AK has a low interest loan program available – 4% over 10 years



[After the meeting, Gary provided this additional information:

Hi Scott - I have attached the graphic of Alaska airspace which was “borrowed” from an Alaska Industry Council presentation [\[above\]](#). This clearly

shows the ANC Class C as the only airspace (except above 18k) required in Alaska. EDIT: Merrill and Elmendorf and Lake Hood (going east or under the class C) is "not required". Remember, we will also not be able to go over the class C without "ADS-B OUT" after the end of next year.

I also wanted to add a correction. I was asked if non mode C equipped transponders were part of the TIS picture for "ADS-B IN" equipped aircraft (in the TIS environment). I found out afterwards that non Mode C transponders were removed from the TIS picture quite some time ago since the accuracy of their position could be degraded with the mode C element missing. I know there are a few aircraft flying around that are not Mode C equipped or with Mode C inoperative. Good to know that these aircraft will not show up on your "IN" display (in the TIS environment)...

Other news - Here is a website with good information on the rebate and with links to more ADS-B resources:

<https://www.faa.gov/nextgen/equipadsb/>

End of Gary's post-meeting addition.]

Third Speaker

Don Lee – Alaska Floats and Skis in Talkeetna

Don gave a very enjoyable talk about ski flying and his amazing history 6,000 landings on glaciers and his history of Denali ski flying. He emphasized:

- Safety items
- Static electricity issues
- Be prepared
- Different types of skis depending on the mission
- Numerous safety tips

The meeting adjourned at 12:30 pm.