The Monthly Newsletter From Chester County Aviation Flight School

"FLY-BY"

Volume 1, Issue 2 Editor: Frank H Deal April, 2006

Fleet Upgrades Will Make Our Summer Flying Even More Fun!

The flight school is very pleased to announce two significant changes to the flight line. First, we had added a 1996 Piper Archer III, **N824VR**, to the line. This nicely equipped Archer includes dual Nav-Com's, an IFR GPS, an autopilot with altitude hold and an HSI. And it is Air Conditioned! There are some differences between this Archer and our Archer II's, so take a moment to speak with one of our instructors about the aircraft.

Our second change is the avionics upgrade of **N8394C** to include an IFR Approved Garmin GNS-430. While this work was being completed, we removed the Narco Nav/Com and replaced it with a Bendix-King KX-155 Nav/Com with Glide slope, providing dual glide slope capability. We also removed the Narco DME (which never worked very well anyway). We anticipate some additional downtime for this aircraft later this month, while the interior is replaced.

N8394C joins our Cessna 152, **N49142** in providing the flight school with two aircraft equipped with the Garmin 430. For more information on the GNS-430, visit the AOPA Air Safety Foundation website for a brief tutorial on its basic functions.

We have **N67730** scheduled for the paint shop in early June so we can anticipate about two weeks of downtime for that aircraft. Once the paint work is completed, make sure you check your tail number carefully, as the 152's will look alike.

Safe Flying!

Steve Fortin
Chief Flight Instructor

Garmin GNS 430 in N8394C and N49142

Meet Bill Nelson, FAA D.E.

Providing Checkrides from Private to ATP

Bill Nelson is a FAA Designated Flight Examiner based in the Philadelphia FSDO. He is authorized to administer flight checkrides for Private, Commercial and ATP Certificates, as well as Instrument and Multi-Engine ratings. He can also administer CFI Add-on ratings for Instrument and Multi-Engine Instructor. Bill is also an insurance company-approved instructor for proficiency in the Piper Aerostar and Piper Navajo.

You can contact Bill at:
Phone: 610-384-5580
Cell: 215-284-6208
Email: wrnrv4@verizon.net

Points Of Interest:

- CFI Profile - Dick Shaw
- CFI Tips
- Scholarship Available
- Chester County Airport News
- Staff News
- Aero Terms

Recent Solo Student David Foltz

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Dick Shaw, CFI

CCA Instructor Flight Profile

Dick's aviation interest started after high school graduation and in 1944 he joined the US Navy as an Aviation Cadet. Unfortunately for his flight training, WWII ended before he completed his preliminary flight-school training. In April 1946, the Navy discharged all the Aviation Cadets, ending his military flight training. After his discharge, he began flying in April 1946 at the West Chester Airport, then a grass field now known as Brandywine Airport. He soloed in July 1946 in a Piper J-3 and earned his Private Pilot Certificate in a Cessna 120 while attending Oberlin College in Ohio.

In 1949, Dick joined the Naval Reserve and was stationed at Willow Grove Naval Air Station. He was assigned as an engine mechanic on the Grumman TBM's assigned to the Anti-Submarine Warfare Squadron. In 1951 the Navy ordered Dick to active duty, where he served on board an aircraft carrier off the coast of Korea for 10 months. He was both an engine mechanic and aircraft crew-chief.

From 1947 through 1962, due to other obligations, he flew just enough to meet the minimum currency requirements. But, in July 1962 when the Chester County Airport opened, Dick began flying much more actively. He earned his instrument rating in 1975 and his Commercial Pilot Certificate in 1988. Dick added his Flight Instructor – Airplane Certificate in 1997 and is presently preparing for his Flight Instructor Instrument add-on.

Since earning the CFI certificate, Dick has trained many new pilots, including this writer. He enjoys primary training and introducing pilots to spins. Contact him for spin training, as he will show you a whole new view of Chester County.

In 1987, Dick purchased a 1942 Boeing Stearman, which he still owns and flies regularly. After reading this brief article about Dick, you may understand why he wanted a Stearman. Had he been able to continue his Navy pilot training, what aircraft do you think he would have flown? If you guessed a Stearman, your are absolutely correct.

RECENT CCA SOLOS

Tom Birsch - December 2005
George Seel - December 2005
David Foltz - February 2006

RECENT CCA GRADUATES

Private Pilot

Joe Podlesny - November 2005
S. Askarpour - January 2006

Commercial Pilot

John Cooley - December 2005
Jake Smith - January 2006

RECENT CCA GRADUATES

Multi-Engine Rating

Mark Hubbard - March 2006

Ground Instructor

Instrument:

Sean Petty - December 2005
Brian Sheller - December 2005

Instrument Rating

Bill Graff - October 2005
Rick Balian - October 2005
Mark Stoltzfus - October 2005

Expand Your Flight Envelope with an Aerobatic Discovery Flight, or Unusual Attitude Recovery and Spin training. This training and more is now available at the Chester County Airport through our affiliation with Rough Riders Aerobatics.

Fly the Cessna 150 Aerobat with Len Razzi, an experienced aerobatic pilot and flight instructor. Len can be contacted at 610-321-0523.

Laser Grade Testing

Chester County Aviation offers convenient FAA Exam testing at the airport. Now you can take your FAA exams on the most user-friendly system available — developed by pilots, for pilots, to make your testing experience as easy as possible. On-screen, full color easy to use graphics automatically show the proper illustration. On-screen flight computer and calculator ensure greater accuracy.

The Testing Center is open Monday, Tuesday, Thursday and Friday from 9 am until 4 pm. And, Saturday from 9 am until 1 pm. There are 3 testing stations for your scheduling convenience.

To Schedule A Test call us at 610-384-9000 or you can use Schedulebook — just select a testing station as the resource instead of an aircraft or CFI.

What To Bring With You To Test

The FAA specifies what documents you must bring to qualify for testing (FAR 61.35):

1. Photo ID with date of birth, signature and current address; and

2. Logbook endorsement by your CFI, or certificate of completion of ground school or home study course.

Plan to arrive at the Terminal building at least 15 minutes early. Your proctor will take you to the Testing Center.

CFI Tips
Sideslip vs. Cross Controlled Stall

I have had students ask me; how do I know the difference between a **Cross-Controlled Stall** and a **Sideslip**? Aren't both these conditions making my controls crossed? I don't want to end up doing a **Sideslip** and have it turn into a **Crossed Controlled Stall**. Good question. To answer this it will be necessary to look at each situation separately to recognize their differences.

A **Sideslip** is commonly used when performing a crosswind landing to counteract wind drift. To perform a **Sideslip**, one wing should be lowered and at the same time opposite rudder applied to prevent the airplane from turning in the direction of the lowered wing. In this situation, the nose of the airplane will remain on heading, and the airplane's longitudinal axis is parallel to the original flight path and is aligned with the runway. In other words, the drift is controlled with aileron, and the heading with rudder. The airplane will now be **side slipping** into the wind just enough that both the resultant flight path and the ground track are aligned with the runway. If the crosswind diminishes, then the correction needs to be reduced accordingly; otherwise, the airplane will begin **slipping** away from the desired approach path. So, yes the controls are crossed but the aircraft is slipping which is not dangerous. What is unsafe is a **Cross-Controlled Stall**.

A **Cross Controlled Stall** occurs with the controls crossed; aileron pressure applied in one direction and rudder pressure in the opposite. In addition, **excessive** back-elevator pressure is applied resulting in the airplanes angle of attack (AOA) being exceeded for the current load condition and stalling. Since the AOA is exceeded and the controls are crossed this is know as a **Cross-Controlled Stall.** It is important to point out that an airplane can stall at any attitude, airspeed or configuration. Let's look at how a common mistake in the pattern which can cause a stall, with the controls crossed, otherwise know as a **Crossed-Controlled Stall.**

This is a stall that is most apt to occur during a poorly planned and executed base-to-final approach turn, and often is the result of overshooting the centerline of the runway during that turn. Normally, the proper action to correct for overshooting the runway is to increase the rate of turn by using coordinated aileron and rudder; this would mean that the ball is centered. Not skidding or slipping. Sadly what sometimes happens is at a relatively low altitude of a base-to-final approach turn, improperly trained pilots may be apprehensive of steepening the bank to increase the rate of turn, and rather than steepening the bank, they hold the bank constant and attempt to increase the rate of turn by adding more rudder pressure in an effort to align it with the runway. Not good, this puts the airplane in a skidding condition. DO NOT attempt to tighten a turn by applying additional rudder. The misapplied rudder input will cause the nose of the airplane to slice downward through the horizon in yaw. Close to the ground, the instinctive reaction to this movement will invariably be to pull the elevator control farther aft and move the ailerons in the opposite direction. This input will not correct the skid, but will cause airspeed to decay and angle of attack to increase. If you pull enough to induce a stall with excessive rudder applied, with the ailerons applied in the opposite direction of the turn the airplane will have no choice but to inter a **Cross-Controlled Stall** and depart into a spin with insufficient altitude for recovery. To avoid a cross-controlled stall at this critical phase of flight (base-to-final) here is a logical guide to follow.

1. Level the wings and execute a go-around, then use better judgment and planning on the next approach; or,

2. Simply continue the turn as is, describing a teardrop back to the extended centerline. Maintain a constant bank angle and airspeed throughout. And use power as required to control your altitude during the turn; or,

3. Increase the bank angle to tighten the turn using a **coordinated application of aileron to bank the airplane and sufficient rudder to cancel adverse yaw**. Relax rudder pressure once the new bank has been established. Be aware that if you elect to increase the bank angle again, the stall speed will also increase; therefore, you may need to lower the nose simultaneously to stay ahead of the increasing stall speed. It is counterintuitive but you have to be willing to lower the nose even though you are close to the ground. Use power as required to control your rate of descent. If you are at all uncomfortable with increasing the bank angle AND lowering the nose to make this happen, DO NOT ATTEMPT TO TIGHTEN THE TURN. Choose options 1 or 2 instead.

Justin Plourde, CFII

THE MONTHLY NEWSLETTER FROM CHESTER COUNTY AVIATION FLIGHT SCHOOL

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Coatesville, PA 19320
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www.chestercountyaviation.com

We're on the web
www.chestercountyaviation.com

So you want to learn to fly... Or add a rating?
Chester County Aviation is proud to be recognized as one of the top training facilities in the area. We are very pleased to provide our students with the latest state-of-the-art training programs for:

Cessna Pilot Center

- **Private Pilot Certificate**
- **Instrument Rating**
- **Commercial Certificate**
- **Multi-Engine Rating**
- **Flight Instructor, including Instrument and Multi-Engine Instructor**

With our updated and well-maintained Rental Fleet, on premise Testing capabilities, On-Line scheduling of aircraft and instructors and our computer based instruction, Chester County Aviation stands ready to service your every flight instruction need. Speak with any of our instructors for more information.

Scholarship Available for Flight Training

The Trustees of the Bob Shannon Memorial Scholarship Fund announced a scholarship grant of $1000 open to Greater Delaware Valley young men and women between the ages of 16 and 19 who are interested in learning to fly. No previous flight training experience is necessary.

The deadline for application is May 15, 2006 and interviews will be held on June 4, 2006. Successful applicants must be able to utilize the scholarship within one year of the grant.

For a copy of the application, write to: Bob Shannon Scholarship Trustees, c/o Mrs. Adele M. Bedrossian
810 Crum Creek Road
Springfield, PA 19064

Aero-Terms!

CFIT

Controlled Flight into Terrain Occurs when an airworthy aircraft under the control of the flight crew is flown unintentionally into terrain, obstacles or water, usually with no prior awareness by the crew. Not a good idea at any time.

CCA – Staff News:

John Goetz has accepted the position of Assistant Chief Instructor and will assist Steve Fortin with stage checks and other items.

CCA Airport News:

Warbird SkyVentures will be at CCA starting April 27 through May 9, 2006. Warbird SkyVentures provides an instructional hands-on flying experience in a World War II Warbird. Your flight may be serene and scenic, or thrilling and aerobatic, because it is tailored for YOU!!

Contact Warbird SkyVentures at **888-532-5787** or see their website at **www.warbirdskyventures.com** for more information and to schedule.

No Flying Experience Needed !!

CCA Staff:

Steve Fortin *CFI, CFII, IGI, Gold Seal Flight Instructor, Chief Flight Instructor*
John Goetz *CFI, CFII, MEI, Assistant Chief Flight Instructor*
Chris Bolendz *CFI, AGI*
Ray Copp *CFI, CFII, MEI, ATP*
Frank Deal *CFI, AGI, IGI*
Anthony DiMaio *CFI, CFII*
Don Eicher *CFI*
Mike Floriani *CFI, AGI*
Justin Plourde *CFI, CFII*
Joe Romero *CFI, AGI*
Dick Shaw *CFI*
Alexander Wagner *CFI, CFII, MEI*