



"FLY-BY"



Volume 1, Issue 6 Editor: Frank H Deal

August, 2006

Points Of Interest:

- Rising Fuel Costs
- Using Flight Watch
- CFI Profile—Frank Deal
- CFI Tip: Chris Bolendz
- Aerobatics with Instructor Len Razzi



Congratulations to Rudi Madalijns on his Instrument Rating! Way to go!



Chad Mertz after his first solo flight!

Inside this issue:

Using Flight Watch	1
Recent Solos and Graduates	2
CFI Profile: Frank Deal	2
CFI Tips by Chris Bolendz	3
Aero Terms	4

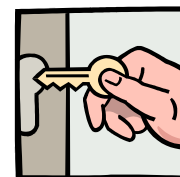
Sign of the Times — Fuel Prices and Door Locks

This month I must take a moment to focus our attention on the cost of Avgas. As we have all seen at our local gas station, our cost for auto fuel has risen constantly over the past few months. So it has been with our cost of Avgas. A recent search on Airnav.com for prices within 30 miles of Chester County Airport showed prices from a low of \$3.89 to a high of \$6.08. A more-disturbing search in the Teterboro NJ area, showed prices from a low of \$4.10 to a high of **\$7.37** per gallon. We appreciate your business at Chester County Aviation and are hoping



to avoid another increase in our rental costs. We have noted other flight schools with lower per hour rental rates, but added fuel surcharges of \$10 per flight hour. Our other focus topic this month is aircraft door locks – or more specifically – locking the doors so the avionics are not stolen. In the past three months there has been a series of thefts of avionics, mainly Garmin GNS-430's, GNS-530's and Bendix-King KX-155's. So far, these thefts have been in western New Jersey and at Doylestown, Quakertown, Penn Ridge and other airports in that

area of Pennsylvania. The cost to install a Garmin GNS-430 in an aircraft is about \$10,000. Our "basic" KX-155 is a \$3500 radio, plus the installation costs.



As we have informed you recently, some of our aircraft have had avionics upgrades and more are planned. **Please do your part in locking the aircraft as part of your post-flight procedure.**

Safe Flying!
Steve Fortin
Chief Flight Instructor

How to Use "Flight Watch"

The next time you're cruising along and wondering about the weather, consider consulting En Route Flight Advisory Service (EFAS). Better known as "flight watch", this service can be called on 122.0 MHz, anywhere in the United States. This frequency is intended for use by aircraft flying below

17,500 feet msl. Discrete high-altitude flight watch frequencies have also been established for airplanes flying between 18,000 and 45,000 feet msl. The flight watch service areas, the locations of their remote communications outlets, and high-altitude flight watch frequencies can be found

on the inside back covers of the Airport/Facility Directories.

Please bear in mind that, depending on your location, more than one flight watch facility may be in radio range. When calling flight watch, try to call the appropriate facility for your location. However, if you don't

(Continued on page 2)



Frank Deal, Instructor

CCA Instructor— Flight Profile

Frank's interest in aviation started back in grade school by putting together model airplanes, but he always thought to be an actual pilot you had to be in the military. So, in 1967 Frank joined the Army, but never made it to his dream of being a pilot. Instead he was trained in the Special Forces where he spent three years in sunny Viet Nam from 1969 to 1973.

After his discharge from the Army and marriage, Frank's aviation dream was "put on the back burner" until the summer of 1999 in Nags Head, North Carolina when Frank met his now very close friend Fred Diederich.

One morning, while on vacation, Frank met Fred who was sitting in a

gazebo on the beach reading an aviation magazine. Fred, he learns, is a pilot and owns an aircraft. A few days later, Fred invited Frank to see the airplane, a Cessna 172, and they decided to fly. They flew twice and Frank was hooked. After the second flight Fred bought a logbook and filled in the two flights – it seems that Fred is also a flight instructor.

Three weeks after returning from vacation Frank started his private pilot training at a nearby flight school. Frank was within ten hours of completing his training when his flight instructor left for another job. Frank became frustrated after working with three other instructors, and called Fred to talk about stopping

his flight training. Undaunted, Fred researched flight schools and recommended the Chester County Aviation flight school.

Frank finished his training here with CFI Dick Shaw. After earning his private pilot certificate, he flew often to build cross-country time. He completed his instrument rating in March, 2004.

At this point, Frank *knew* he wanted to become a flight instructor and teach others the enjoyment of flight. Once again immersed in training, Frank earned his Commercial Certificate in November, 2004 and his Certified Flight Instructor in April, 2005.

You can find Frank just about every day at Chester County Aviation, since

(Continued on page 4)

RECENT CCA SOLOS

Joe Plourde, May 2006
 Jeff Johnson, May 2006
 Pat Leroux, June 2006
 Tim Baldwin, June 2006
 Martin Lessem, June 2006
 Stephan Menger, July 2006
 Chad Mertz, August 2006



Stephan Menger's first solo flight!

RECENT CCA GRADUATES

Private Pilot
 Jeff Schaefer, June 2006
Instrument Pilot
 Rudi Madalijns, July 2006
Flight Instructor Instrument
 Mike Floriani, June 2006
Instrument Ground Instructor
 Mike Floriani, July 2006

**Will your name be here
in the next issue?**



**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.

Flight Watch

(Continued from page 1)

know or can't look up the appropriate flight watch facility, you can always make your call this way: "Any flight watch, this is (**use complete aircraft call sign**), near (**reference the nearest VOR or city**), over". This way, you've given flight watch specialists a good idea of where you are. If you do not receive an immediate answer, note that the specialist in the Flight Watch Control Service

(FWCS) is monitoring multiple remote radio outlets, and may be busy talking on another frequency when you call, so be patient.

Flight watch is intended for weather updates only. Don't tie up a flight watch frequency with a request for a full route briefing (the briefer probably will remind you of this and deny you a full-blown briefing, anyway). Instead, use flight watch to keep track of such things as the surface conditions at your destination, any pilot weather reports along your

route, and the progress of any fronts or convective activity that may be coming your way. Flight watch information is also a great way to verify or disprove the forecasts that you're heard during a preflight briefing.

So, think of flight watch as an early warning system. Flight watch is a great source of current radar information, too. Flight watch specialists have access to some of the latest-generation weather radar imagery. Call them—they are there to help you.

CFI Tip: Good Approach Positioning, Position Reporting, and Pilot Communications at 40N

There are many tasks that require a pilot's attention when approaching an airport for landing. I want to talk about three of them that, I believe, are not emphasized enough. These are (1) Radio Communications, (2) proper Aircraft Positioning, and (3) proper Reporting of the aircraft's position while on approach for landing at a non-towered airport.

Good radio communication skills and position reports are not only essential, they can be life saving. These communication skills and the proper reporting of an aircraft's position do not come naturally to many of us and must be learned and practiced. These skills are evaluated during checkrides in accordance with the appropriate practical test standard. Once mastered, these skills are truly appreciated by others who may be distracted or annoyed by incorrect position reports or excessive communications.

Your radio communications and aircraft position reports should be succinct – containing the elements (1) who you are (full tail number), (2) where you are, and (3) your intentions. On a Common Traffic Advisory Frequency (CTAF), the name of the airport should be at both the beginning and the end of the transmission. With a little practice, no radio transmission should take more than 5 seconds.

What can you do to improve the positioning of your aircraft and your communication with others at a non-towered airport? I'll discuss this with respect to 40N. Let's suppose we're inbound to the airport from the Southwest, about 12 miles out and over the Octorara Reservoir. Traffic has been using Runway 29 (we know this because we've been monitoring the CTAF frequency while enroute).

As published in Section 4-1-9 of the AIM, pilots should broadcast their position on the CTAF (122.7) starting ten miles out. Thereafter, additional position reports should be made as appropriate, until landing. This should include reports at 5 miles, 3 miles, entering downwind, base, final, and clearing the active runway.

According to the AIM, the recommended entry into the traffic pattern at a non-towered airport is a 45-degree intercept

to the downwind leg and to "enter the traffic pattern in level flight, abeam the midpoint of the runway, at pattern altitude". The 45-degree entry (which, by the way, is the only entry shown in the AIM) will also provide a good view of the traffic pattern. (Suggestion: During checkrides and flight reviews, always plan on entering on the 45-degree leg unless specific circumstances require you to do otherwise). Also, if pattern altitude is established at least two miles from the airport (further is better), it will help prevent aircraft from descending into each other. Descending while in the traffic pattern (including the 45-degree entry) is unsafe.

We often hear pilots reporting that they are on the 45-degree entry when in fact they are due South or due West of the field. Broadcast to your fellow pilots where you really are and, while you're not on the AIM-designated approach to the traffic pattern, we'll know to look for you at those positions. If you choose not to follow the AIM-recommended 45-degree entry, you must exercise caution not to conflict with traffic on the 45-degree entry, noise abatement departure procedure or crosswind. If you are approaching the airport to enter downwind from the West, report your position in miles West from the airport, not as "extended downwind," a term used at the opposite end of the downwind leg when extending beyond where you would normally turn base.

Additionally, simply stating that you are "inbound on the 45" causes the hair on the back of your fellow pilots neck to rise. We DO NOT know where you are. Regardless of where you are on approach to the airport, always state an approximate distance from the runway with your position report. Another point – it is not necessary to say that you are "9.3 out"; "9 miles out" will do just fine.

So now, two questions: 1) how do we know that we are approaching the airport on a proper 45-degree entry, and 2) when and how should we phase our radio communications?

1) You are on the 45-degree entry for any left traffic pattern when the runway heading is 45 degrees left of the tail

(bottom of the heading indicator), with no wind correction. At 40N, your inbound heading is 065.

For right traffic patterns, the same method applies except that the direction of landing will be on the 45-degree offset to the right.

When on approach to 40N another clue using ground references to ensure that you are on the proper 45-entry is to look for a red and white painted microwave tower just South of the railroad tracks on the ridgeline about 5 miles Southwest of 40N. Keep this tower on your left side about ½ to 1 mile from your aircraft. When crossing Route 41 you will observe some large brick buildings on the right side of your aircraft (the Octorara school district buildings). Stay between these landmarks heading towards the airport and your heading indicator will read approximately 065 degrees.

For safety, when I am approaching 40N from the South, I maneuver the aircraft to find Route 41, then follow it North until I can identify the landmarks described above before intercepting the 45-entry at pattern altitude. While this may take an extra minute or two, it still is the most desirable approach to 40N. If you don't want to intercept the 45-entry 5 miles out, we strongly recommend that you intercept at least 3 miles out – for your safety and your fellow pilots.

2) Communications: Make position reports as noted above. Try not to "step" on a radio position report from another pilot at 40N. You need to hear what they have to say.

By the way, if you are on the 45-entry, you are 5 miles out as you cross Route 41. This is a good landmark for a position report. The distance displayed on most GPS systems is to the center of the runway, so at 40N you're actually about ½ mile closer to the runway than the GPS indicates. That's another reason why you should not report that you are "5.3 miles out" – because you are not.

At this point, as you are about to turn downwind for Runway 29, you should have a good mental picture of the other aircraft in the traffic pattern. Be espe-

(Continued on page 4)

THE MONTHLY NEWSLETTER FROM
CHESTER COUNTY AVIATION FLIGHT
SCHOOL



1 Earhart Drive, Suite 1
Coatesville, PA 19320
Phone: 610-384-9000
Fax: 610-384-7083

On the web at:
www.chestercountyaviation.com

Email:
Flightschool@chestercountyaviation.com

Did You Know?

You can **save 10%** on charts with a subscription at CCA. Just place a standing order for Sectionals, IFR Low-enroute charts, Terminal Procedures (Approach plates), AFD's or whatever you need. One chart or a full set, you still save 10%. See Steve Fortin to place an order.

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:

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

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.



CFI Tip: Chris Bolenz

(Continued from page 3)

cially alert for traffic doing a mid-field crosswind entry. This entry is the most dangerous since it has the potential of interfering with traffic already established on the downwind and leaves few options to avoid a conflict. If you choose to perform a crosswind entry, consider enter-

ing the downwind at the opposite end of the landing runway. This gives you more options, including the AIM-recommended 45-degree departure leg. We all have the responsibility, as pilot-in-command, to keep ourselves, our passengers, and our aircraft safe and secure until we have shutdown the engine and secured the aircraft. When you are about

to make your aircraft position reports, think about what you are going to say before you key the mike. Make the announcement of your position and intentions as clear, as accurate and as brief as possible.

Safe and Fun Flying!!

Chris Bolenz - CFI

CFI Profile — Frank Deal

(Continued from page 2)

he is now a full-time instructor. Frank particularly enjoys teaching ground school. So, if you would like some extra help or would like more in-depth discussion on certain topics, schedule time with him.

You'll also see his plane on the field, a 2002 Cessna 172. It sports a big eagle on each side of the cowling. Look for N232LP, or as a lot of people like to call him, "232Lunatic Pilot".

By Frank Deal & Carol Knight

Aero-Terms!

LIRL

Low Intensity Runway Lights - Runway edge lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity or brightness they are capable of producing. LIRL's normally have one intensity setting. Not the place to be saving on electricity.

CCA Staff:

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