



"FLY-BY"



Volume I, Issue 4 Editor: Frank H Deal

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Points Of Interest:

- N8394C is Done!
- CFI Profile - Ray Copp
- Airport Updates from the Airport Manager
- Crosswind Landings
- New Concierge Service at JetDirect FBO
- Aerobatics with Instructor Len Razzi



Congratulations to Jeff Schaeffer on his newly minted Private Pilot License!

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N8394C — All Dressed Up and Ready to Go!



Archer N8394C's new interior

As summer approaches, I am happy to report on yet another improvement at the flight school. In our past issues, I told you about additional aircraft on the flight school line. This month, I get to talk about a brand new interior in our Archer II, N8394C.

Provided for us by Sierra Aircraft Interiors at the Smoketown Airport, N8394C now has our flight school grey and blue interior color

scheme. During this upgrade, both front seats were completely rebuilt with all new foam and covering. We acquired N8394C for the flight school about

three years ago and had it repainted in our chosen flight school paint scheme at that time. In March of this year, the avionics were upgraded to include a Garmin GNS-430 GPS/Nav/Com (IFR) with a Bendix King KX-155 with glideslope as the #2 Nav/Com, providing dual glideslope capability. Check out this aircraft! It is now completely updated to meet our flight school long-range plan for our aircraft.

Later this month, look for our Cessna 152, N67730 to appear on the line fresh from the paint shop, also in our flight school paint scheme. Yes, there is a plan for an avionics upgrade and a refurbishment of this interior.

Elsewhere in this issue you will find a note about our CFI, Chris Bolendz, earning his Flight Instructor – Instrument Airplane (CFII) rating. Congratulations Chris! Look for additional CFII ratings in the near future.

Fly safe and please remember to use the cowl plugs when you secure the aircraft.

Safe Flying!
Steve Fortin
Chief Flight Instructor

News from Around the Field

What's happening at the Chester County Airport?

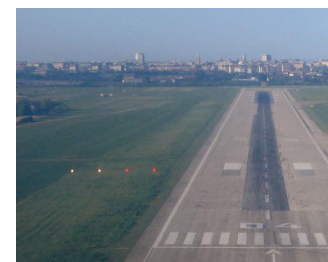
Gary Hudson, Airport Manager for the Chester County Area Airport Authority reports on some improvements and upgrades at the airport.

On June 28th, weather permitting, a 60 square foot section of Runway

29 will be repaired. More information on this is scheduled for release on June 14th.

In early August, a Precision Approach Path Indicator (PAPI) is scheduled for installation for Runway 29.

Plans are progressing for the construction of a



South Apron, with work to begin late this Fall. More information will be provided prior to the start of construction.



Ray Copp, PhD Also CFI, CFII, MEI, ATP

CCA Instructor— Flight Profile

Ray's interest in aviation started in his childhood; he was fascinated with military aircraft and military history, and was in the Air Force Reserve from 1968 until 1972.

Ray became a New York State Trooper in 1975, was promoted to sergeant in 1983, and station commander in 1984 in a migrant area near Lake Ontario. In 1987 Ray was promoted to Lieutenant and was shipped off to Long Island, and New York City. Ray trained at the FBI Academy in Quantico, VA in 1989, was the Security Coordinator for the 1995 Ryder Cup, worked with Scotland Yard and met Prince Andrew, and also has been assigned to protection details for about every President, Vice-President, and their wives since Ronald Reagan.

Ray became the Chief of the Brandywine Regional Police in 1996, and after 30 years in law enforcement retired in 2003. It wasn't until 1983 when a friend took him for an airplane ride that he was really hooked on aviation. In fact he was hooked so badly that he took out a loan to finish his private pilot training in one month.

In 1984, Ray obtained his instrument rating. His checkride was in actual conditions — a snow squall. On an ILS approach the glideslope actually failed and he had to fly the localizer-only approach to minimums, and he passed the checkride. Ray earned his Commercial and CFI certificates in 1986, and then went on to earn his CFII later that year in Columbia, SC.

In 1990 Ray earned his multi-

engine instructor rating and his ATP. Atypically, he holds both single engine and multi-engine ATP ratings. Ray earned his M.S. Education in 1981, his Master of Divinity in 2001, his Doctor of Theology, and Doctor of Psychology in 2005. He graduated from seminary and ordained an evangelical catholic priest in 2001. Ray is a pastor in Downingtown, and also works as a volunteer Police Chaplain in Coatesville when he's not teaching students at Chester County Aviation. Ray has written 2 articles for AOPA Flight Training Magazine, one in 2000 and another in 2003 ("Case for Anything" reprinted in our May newsletter).

Ray has been an instructor for over 20 years, and has over 4,300 hours of dual given.

By Frank Deal

RECENT CCA SOLOS

Joe Shrum, April 2006
Alex Valentine, April 2006
Joe Plourde, May 2006
Jeff Johnson, May 2006



Chris Bolendz passed his CFII checkride!



Congrats to Jeff Johnson on his first solo flight!

RECENT CCA GRADUATES

Private Pilot

Tom Myles, April 2006
Jeff Schaeffer, June 2006

Multi-Engine Rating

Mark Hubbard, March 2006

Flight Instructor Instrument

Chris Bolendz, May 2006



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.

JetDirect is "At Your Service"

As part of their commitment to outstanding customer service, the JetDirect Aviation FBO has initiated a Concierge service for aircraft arriving during the weekday. Every effort is made to welcome everyone who arrives at JetDirect Aviation, whether they arrive in a Piper Cub or a Gulfstream-5.

The customers' first point of contact with the FBO will be the concierge who will be there to "roll out the red carpet", striving to give each passenger the star treatment. The concierge will



JetDirect now has a Concierge

park smaller aircraft, handle passenger baggage, and have rental cars standing by planeside. Aircrews will appreciate the efficiency with which they are able to coordinate the delivery of fuel and other ramp services.

CFI Tip: Crosswind Landings

Crosswind landings with tricycle gear – it *is* just like riding a bike!

As we move from spring to summer, we see moderate to strong afternoon winds that can make us apprehensive with regards to our flying, or should we say, landing abilities. Mix these in with frontal passages, unstable air, and heat thermals, and you find some conditions that could lead to a bent airplane as well as a broken ego.

If you read the monthly recaps on AOPA of single engine aircraft accidents, you will see a high percentage that take place either on takeoff or landing in windy conditions. Often these occur by students, but many more by newer pilots who push their personal wind minimums. These mishaps usually don't result in injury or loss of life, but a trip through the grass could cause one to hit a runway light resulting in a bent landing gear. You also can't rule out finding the ever present ditch, causing the aircraft to slowly come to rest inverted. Not a good way to end a trip.

The FAA-H-8083 discusses touchdown in windy conditions stating that one does not want to land in a drift or crab, or both. Big airline aircraft land in a crab, but that is because the wings are low to the ground and the "wing low" method would cause the wingtip to contact the runway. The "heavies" have gear built to take the side loads. The gear in most single engine aircraft is not that strong, however, and landing in a crab or drift can cause extreme wear on the tires, chance for loss of control, and possibly failure of the gear itself. The book goes on to suggest a stabilized final approach negating the drift with a crab, and then using the wing low method prior to touchdown. It states that one should lower the wing into the wind, and align the longitudinal axis of the aircraft with the runway using the rudder.

Good description and theory, but my experience with observing low-time pilots is that once the wing is lowered into the wind, rudder is not used at the same time effectively, and the plane starts to turn towards the low wing. Likewise, if rudder is fed in without opposite aileron, then the airplane starts to drift. Improper inputs lead to overcorrecting with both the rudder and ailerons, causing some excitement and "dancing" prior to touchdown, and in some cases, after touchdown!

The next time you find yourself landing in a crosswind, try this:

- make a stabilized approach using a crab into the wind
- as you get ready to level off and flare, simply align the nose of the aircraft with the runway using steady rudder pressure, while keeping the aircraft on the runway centerline using the ailerons. If this is all done smoothly, there is no need for last minute changes as the wind diminishes closer to the ground, and the aircraft will touch down on the low wing/wheel first while moving straight ahead.
- **HOLD THE AILERONS IN THE TOUCHDOWN POSITION ONCE ON THE GROUND AND USE THE RUDDER/NOSE STEERING TO KEEP THE AIRCRAFT MOVING STRAIGHT DOWN THE RUNWAY!**

The last point is very important. A couple of years ago a small plane flipped over after landing at Ocean City, NJ. The landing was made in a strong crosswind, but flipped at a relatively slow speed on the runway, most likely due to relaxing of the controls. I can hear the cockpit conversation now: "Wow, Bob, great crosswind landing! What a relief that we are down safely. Whoops!!! What the....." You don't stop flying the aircraft until it is tied down.

Still not comfortable with all types of crosswinds? Why not watch the weather conditions and come out and schedule some time with an instructor on a day when the crosswinds exceed your personal minimums, but still are within the aircraft limits. Our instructors think landing in a crosswind is like riding a bike: as you learn the skill, you have to really think about it; once you have mastered it, you just do it. A few trips around the pattern could make a difference between increasing your skills and testing the deductible on your insurance. It will also open the door for you to fly on days when you might have previously decided to stay on the ground.

By Don Eicher, CFI



THE MONTHLY NEWSLETTER FROM
CHESTER COUNTY AVIATION FLIGHT
SCHOOL



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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.

CCA – Staff News:

Chris Bolendz has earned another set of wings. On May 11, 2006 Chris added his Instrument Airplane rating to his Flight Instructor Certificate, and is now ready for those interested in earning the instrument rating. Our congratulations to Chris for a job well done.

Aero-Terms!

CRM

Crew Resource Management originated from a NASA workshop in 1979 that focused on improving air safety through the effective use of all resources — human, hardware and information. Human resources include crewmembers or passengers, dispatchers, maintenance and ATC.

CRM also includes a focus on workload management, human factors, situational awareness, communication and leadership roles.

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.



Hey!

It's Summertime!

Why aren't you here?

CCA Flight School News

In 1903, Wilbur Wright said "Practice is the key to aviation". His statement was true then and is still true today.

When was the last time you did short or soft field techniques, steep turns, engine-out procedures or stalls? How about flying "under the hood?" If it's been awhile, there is no time like the present to get back into practice. Schedule time with one of our flight instructors to practice some of those maneuvers

CCA Staff:

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