



"FLY-BY"



The Monthly Newsletter From Chester County Aviation Flight School

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^ MESSAGE FROM THE Chief Flight Instructor **STEVE FORTIN**

Welcome to the inaugural issue of our Flight School Newsletter. We are very excited to introduce the Fly-By as an addition to the Flight School portion of the website, to keep you informed.

Last November, N49142 was sold to an independent owner, who leased the aircraft back to the flight school and upgraded the avionics to include a Garmin GNS-430 followed by a new interior.

As of March 1st, the last four of the Flight School aircraft owned by Chester County Aviation were sold to an independent owner, who immediately placed all four aircraft on leaseback to the school. The new owner has a very aggressive plan to improve these aircraft – N16566, N67730, N82720 and N8394C. Expect to see major upgrades and renovations over the next several months, beginning with an avionics upgrade (Garmin GNS-430) for our 1976 Archer II, N8394C, to be quickly followed by a new interior.

As the weather turns warmer and many more of us come out to fly, know that our instructors are available to help you knock off that winter rust so you can fully and safely enjoy the flying season ahead.

Fair skies and calm winds – we'll see you at the Flight School.

1996 Piper Archer Added to the Flight School!

We have added a 1996 *Air Conditioned* Piper Archer to our flight line. Check it out! After all, summer's coming.

Cessna 152 (N49142) Upgraded!

We are pleased to announce the upgrade of N49142 to include an IFR Approved Garmin GNS-430 - GPS/COM/NAV unit. Additionally we have added an audio panel with intercom and marker beacon receiver, which allowed us to retain the existing Bendix-King KX-155 Nav/Com unit. You can learn more about the GNS-430 at the AOPA Air Safety Foundation website, where they offer a 15-minute overview of the basic features. Come check out this new unit!

Chester County Aviation now has available a **Piper Seminole** for multi-engine training. This aircraft, combined with the King Schools Computer Based Instruction program, will make you a safe and competent multi-engine pilot.

Already Multi-Engine Rated? This aircraft is available for rental with reasonable minimums. Call us today to schedule your aircraft checkout.

Special Note: N8394C will be Out of Service from March 13th through the 24th for the installation of a Garmin GNS-430, certified for IFR.

With this upgrade, we will have two flight school aircraft - N49142 & N8394C - with IFR Approved GNS-430's.



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Expand Your Flight Envelope with an Aerobatic Discovery Flight or Unusual Attitude Training. This training, and more, is now available at the Chester County Airport, through our affiliation with Rough Riders Aerobatics. Flying the Cessna 150 Aerobat with Len Razzi, an experienced aerobatic pilot and flight instructor, you can experience your introduction to aerobatics. Len can be contacted at 610-321-0523.

Instructional News:

Ground Schools – Several of our students have mentioned that they would like more ground instruction and in more depth than that provided by the Cessna CBI program.

To meet this need, we are preparing focused class sessions for certain topics where we have noted a special need. If you are interested in this type of additional ground instruction, or there is a specific topic you would like more assistance on, please contact Steve at the Flight School.

A request has been made to offer a weekend ground school for the written exam preparation. If you are interested in this type of intense training, please contact us.

CCA Instructors – Flight Profile – John Goetz

Starting with this issue of "FLY-BY" each month we will highlight one of our flight instructors.

John's aviation interest started in 1953 while working as an aircraft structural mechanic servicing in the Marine Corps. After the Marine's John went back to Central Michigan University and earned his Bachelor of Science, and Master of Arts degree, and later taught at Union College in Kentucky. In 1961 John started working for the American Red Cross as a First Aid, Water Safety and Small Craft Field Representative. In 1964 he was promoted to Regional Director and then Area Director of Health and Safety, and later the National Director of First Aid. John spent the last half of his career in Management. While working for the Red Cross John decided to get his pilots license. He started his pilot training in Manassas, Virginia in 1968 where he earned his Private, Instrument, Commercial, and Multi-Engine ratings. In 1972 John earned his CFI, CFII, and MEI instructors ratings, and taught in Manassas until 1975, even flying his own plane back there every weekend to teach while working in Philadelphia. John has been instructing students here at Chester County since 1975, worked part time in the Chester County Aviation charter department, and was the Chief Flight Instructor from 1996 until 1999. John has taught many of the instructors you see at Chester County at one time or the other. John has logged over 7,000 hours of flight time, and over 5,500 hours of instructor time that he knows of, I'm sure the numbers are a lot higher. If you ever have the opportunity to fly with John it will be an experience you'll not soon forget.

CCA – Staff News:

Chester County Aviation welcomes flight instructor Alexander Wagner. Alexander has the following Instructor Ratings: CFI – Airplane, CFI - Instrument Airplane, CFI - Multi-Engine, and Alexander holds a Commercial Pilot Certificate for: Airplane - Single Engine Land, Airplane - Multi Engine Land, Instrument Airplane.



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CFI Tips – FSS Flight Plans vs. ATC Radar Services

Student pilots are sometimes confused between a VFR flight plan, filed with a Flight Service Station (FSS) and radar services (radar advisories) received from Air Traffic Control (ATC), also often called "Flight Following".

A **VFR Flight Plan** is normally completed on the ground and given to (filed with) FSS after you receive your weather briefing. Normally, when we dial 1-800-WX-BRIEF from Chester County, we are connected to the Williamsport FSS. The Flight Service Specialist (briefer) will usually suggest a radio frequency to use to activate (open) the flight plan. If the briefer does not suggest a frequency, you can find the information on your sectional chart. (You do have a current sectional chart, don't you?) We activate our flight plan by calling Williamsport Radio on the proper frequency, and make sure we tell them which frequency it is, and when they respond to us, we ask that the flight plan be opened. A critical part of the VFR Flight Plan is closing the plan after we land and complete our flight. VFR Flight Plans are used as an aid to Search and Rescue (SAR). If, for some unfortunate reason, we fail to arrive at our planned destination, the SAR folks will have some idea of when we left, what kind of plane we were flying (mainly its cruise speed and fuel endurance) and the intended route of travel. That flight plan filed route will be the first place they look for us.

Flight Following, as ATC Radar Services are commonly called, is an in-flight operation in which the nearest ATC facility is contacted and when they answer us, we provide some basic information including our complete aircraft call sign (N Number), make and model, present location, requested altitude, intended destination and a request for Flight Following. This service is the lowest of ATC's three priorities and is provided on a "workload permitting" basis, so it is possible we will be told they are unable to provide this service. If ATC can handle us, we will receive a transponder (squawk) code and possibly instructions. Once ATC has found us on their radar, they will advise us we are "radar contact" and provide advisories until we leave the area of their radar service. They may place additional restrictions on us, such as no altitude changes without advising (requesting) first. ATC may also change our heading to avoid traffic or high traffic areas, such as approach corridors to major airports. *It is good practice to advise ATC of changes we may want to make in our altitude, heading or destination.* We may be "handed-off" from one controller to another, as ATC divides their area into sectors. We may even be handed from one ATC facility to another, such as Philadelphia Approach to Harrisburg, Allentown, Dover or Atlantic City, depending on our direction of flight. When ATC is no longer able to provide this service to us, we will be advised that radar services are terminated and to "Squawk 1200".

We recommend you use both of these services when you fly, especially on cross-country flights and again, remember to Close Your Flight Plan.

Frank Deal, CFI



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Aero-Terms!

Abbreviated Briefing

Used when you need information to supplement mass disseminated data, update a previous briefing, or when you need only one or two specific items. Provide the briefer with appropriate background information, the time you received the previous information, and/or the specific items needed. You should indicate the source of the information already received so that the briefer can limit the briefing to the information that you have not received, and/or appreciable changes in meteorological conditions since your previous briefing.

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