



# "FLY-BY"



Volume I, Issue 3 Editor: Frank H Deal

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**Points Of Interest:**

- CFI Profile - Steve Fortin
- The Flying Machine Café
- Special Supplement : A Reprint of "You can make a case for just about anything"
- Warbirds Come to 40N
- AOPA Online Training
- Rising Fuel Costs
- Aerobatics with Instructor Len Razzi

Recent Solo Student  
Joe Shrum



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## "Mr. ED" Comes to Chester County



2002 Skyhawk N292ED

This month, I am pleased to tell you about yet another addition to the flight line. We have added a second Cessna 172S Skyhawk to the line. **N292ED** (known sometimes as "Mr. ED") is a 2002 Skyhawk and the interior, including the avionics and MFD, is identical to our other Skyhawk, N704RB in equipment. Mr. ED was previously a leaseback aircraft at a flight school at the Lancaster Airport. The air-

craft became available for us at Chester County Aviation due to the closure of that flight school.

You may have noticed the absence of **N8394C** from the line. As of this writing,

May 8<sup>th</sup>, it is in the process of receiving a new interior. We expect the aircraft back on the line by Friday, May 12<sup>th</sup>. This new interior, when added to the recent avionics upgrade to include an IFR Approved Garmin GNS-430, and a repaint about two years ago, lets **N8394C** join **N49142** in being completely updated.

Not familiar with the GNS-430? Visit the AOPA Air Safety Foun-

dation website for a brief tutorial on its basic functions.

Springtime brings birds and their nests to the airport. To hopefully reduce the potential for a fire hazard from a bird's nest on the engine, we have provided cowling inlet plugs for all the aircraft. Please remember to install them after your flight.

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 paintwork is completed, make sure you check your tail number carefully, as the 152's will look alike!

Safe Flying!  
Steve Fortin  
Chief Flight Instructor

## Hungry? The Flying Machine Café

located in the Terminal at the Chester County Airport is a full service restaurant and bar open 7 days a week.

Established in 1994 by Michael, Augie, and Mark Bem, the restaurant serves the local community as well as the air traveler. They serve lunch and dinner

daily as well as breakfast on weekends. A full line of upscale aircraft catering is offered to private and corporate aircraft.

The restaurant and the Flight School co-sponsor a monthly contest for two free airplane rides -- a Sightseeing flight and a Discovery flight for those



who are interested in learning to fly.

Kids eat free on Monday and Tuesday. Wednes-

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## Steve Fortin, Chief Flight Instructor

## CCA Instructor— Flight Profile

Steve's interest in aviation begins in 1976 when he joined the Civil Air Patrol as a mission observer. Two years later, in 1978, Steve became a Squadron Commander, and held this position until 1990, when he was assigned as a Group Commander in charge of 26 squadrons, 8 aircraft, 9 vehicles, and 1,025 group members.

On every flight Steve was always in the back seat as a mission observer and soon realized that the only way to sit up front was to be a pilot. So in May of 1992 he started training to become a private pilot, and in June 1993 he received his Private Pilot license for Airplane – Single Engine Land. Steve wasn't happy with just landing a plane on a runway, so he started training for his sea-plane

rating, and in June of 1995 Steve received his Private Pilot, Airplane – Single Engine Sea. Steve continued his training for the next five years receiving his Instrument Rating in September 1995, his Commercial Pilot Certificate in July 1996, his Commercial Multi-engine Land in June 1997, and CFI in May 1999.

Now, to accumulate all these ratings, you might think that all Steve did in his "spare time" was fly. Not so. Steve spent almost 30 years in the military, first on active duty then in the Reserves. Steve was in the Army for 7 years, serving as a Special Agent in Military Intelligence. Following his active duty service, he joined the Army Reserve in the

same capacity.

In 1979, Steve joined the Air Force Air National Guard and served until 1998, rising to the level of Superintendent in Ground Radio Communications and he retired at the rank of Chief Master Sergeant.

When he joined the Reserves, Steve then began his career with the Haverford Township Police Department. During his 23 year tenure with the PD, Steve was a patrol officer and detective, worked in Special Operations and helped develop the Community Policing initiative and DARE program.

So, let's see... we have CAP, military service, policework and aviation training ... basically all at the same time.

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### RECENT CCA SOLOS

David Foltz, February 2006  
Joe Shrum, April 2006  
Alex Valentine, April 2006  
Joe Plourde, May 2006



Joe Plourde looks pretty calm after his solo



Congrats to Tom Myles on his new Private ticket!

### RECENT CCA GRADUATES

#### Private Pilot

Tom Myles, April 2006

#### Commercial Pilot

Jake Smith, January 2006

#### Multi-Engine Rating

Mark Hubbard, March 2006

#### Ground Instructor, Instrument

Chris Bolendz, April 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.

## Warbirds at Chester County Airport

Warbird SkyVentures arrived on April 27, 2006 at Chester County Airport, and they have been flying almost non-stop since their arrival.

Gina Moore, CFI, and pilot of the North American AT-6G has been giving rides 8 to 10 hours everyday. Gina has more than 5,600 hours in the AT-6G. Speaking with Gina, she said their schedule is com-

pletely booked through May 10<sup>th</sup>, their last day at Chester County. They travel next to Rostraver Airport (KFWQ) near Pittsburgh.

You can get more information on the warbird schedule — or arrange for your own ride — by going to their website at [www.warbirdskyventures.com](http://www.warbirdskyventures.com) or calling 800-532-5787.



Pilot Gina Morse and her AT-6G

## CFI Tips

### AOPA Continuing Education Courses

Want to learn more about specific topics from your own computer ... and it's **free**? Check out the AOPA website at [www.aopa.org](http://www.aopa.org) (right side of the Home Page) and expand your knowledge on your own timetable. Learning blocks take as little as 15 minutes and most can be used for the FAA Wings Program.

#### On-line courses:

- Runway Safety (Incursions)
- Engine and Propeller
- Weather wise:
  - Thunderstorms and ATC Ceiling and Visibility
- Know Before You Go (TFR's, ADIZ, SFAR's)
- Say Intentions (Flight Assist)
- Sky Spotter (Pireps)
- Visual Warning System (Laser warning)

- ADIZ online course
- Mountain Flying
- Special Use Airspace (MOA lights out)
- IFR Adventure – (Rules to Live By)
- Single Pilot IFR

#### Other AOPA on-line help:

- Flash Cards (Runway markings)
- Sporty's Safety Quiz (newbi-weekly) 3-5 minutes
- VFR GPS Guide of Garmin 430/530

In the Flight School, we have added the completion of these online courses to our Private Pilot and Instrument Rating curriculums, matched to specific stages of the primary or instrument training

where the course material is most appropriate. These courses add to our ability to train a more knowledgeable pilot for flight in today's busy and congested airspace.

We encourage every pilot to consider these free online courses, especially considering the present concerns with Runway Incursions and violations of Temporary Flight Restrictions (TFR), the Air Defense Identification Zone (ADIZ) around Baltimore, MD and Washington, DC and Prohibited Areas. Violations of the ADIZ and Presidential TFR's, even though unintentional, most often will result in a suspension of your Private Certificate. You may also have the opportunity to fly in formation with a US Air Force fighter or a Blackhawk helicopter.

*By Don Eicher, CFI*

### Rising Fuel Prices Increase Rental Rates

We are all paying more for gas for our cars. The same conditions that increase gasoline prices effect the price of aviation fuel. We have recently seen the retail cost for 100LL Avgas reach to \$4.67 per gallon at Chester County.

The increase in Avgas requires that we increase the rental rates for our aircraft. We have delayed this price change as long as possible, in the hope that fuel costs might drop. Unfortunately, this did not happen and we increased rental rates as of May 1st.

We added a cost of \$.50 per gallon of fuel burn per hour. We based the per hour charge on nominal POH estimates and the practical experience that many of us do not lean the mixture while in cruise. The hourly rate increase is \$3 for the C-152, \$5 for the C-172 and Archer, and \$6 for the Arrow. If fuel prices drop below \$4 and hold, we will re-evaluate the rates.

### CCA Flight Profile: Steve Fortin Chief Flight Instructor (Continued)

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In May 1999, Steve began teaching part-time at Chester County Aviation until April 2000 when he retired as a police officer and became a full-time CFI. After two years of instructing he had to either upgrade or renew his CFI Certificate so, in May 2001, Steve added his Flight Instructor – Instrument Airplane (CFII).

The year 2001 saw a chain of events at Chester County Aviation which would ultimately result in a change in ownership of the company. With that pending change, in August 2001 the new owners offered Steve the Chief Flight Instructor/Flight School Manager position, a position which he still holds today. March, 2003 saw the addition of his Instrument Ground Instructor Certificate and when added to his CFI & CFII, qualified him for his FAA

Gold Seal Instructor designation.

At this point you would have thought that Steve had accomplished it all, but no, Steve had another goal – to learn to fly helicopters, and so he started training. His instructor at Brandywine Airport was about half Steve's age, and although he taught Steve to fly helicopters, I'm sure this young instructor learned a lot about instructing from the chief. Steve received his private pilot helicopter rating in September 2003. To date Steve has over 4,434 total hours, and over 3,209 flight instructing hours. Steve does most of the progress check flights at Chester County Aviation, so I'm sure at one point in your training you will have the opportunity to fly and learn from him.

*By Frank Deal*

THE MONTHLY NEWSLETTER FROM  
CHESTER COUNTY AVIATION FLIGHT  
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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.

### The Flying Machine Café

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day's are Wing Nights with 25¢ wings.

Good food, good service, an aviation décor, and a full view of the runway results in a unique experience for all. Call 610-380-7977 for more information, or visit their web site at [www.flyingmachinecafe.com](http://www.flyingmachinecafe.com).

### Aero-Terms!

#### Ceiling

The lowest layer of clouds or obscuring phenomenon classified as broken, overcast or obscured, but not classified as thin, partial (such as few or scattered).

#### CCA – Staff News:

Joe Romero has received a promotion from his full time employer. Unfortunately for CCA, Joe will be leaving on May 13, 2006. We all wish Joe the best - you will be missed.

### 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 Springtime! Why aren't you here?

#### CCA Flight School News:

We now have cowling plugs for all the aircraft (except 704RB – the owner has those). Please make sure you remove them before flight and replace them after the flight.

In the last month, there's been several avionics thefts from aircraft. So far, they have been in Bucks County and NJ, but our area could be next. Thefts occurred at Pennridge, Quakertown, Doylestown and Princeton, NJ. Mainly Bendix-King KX-155's, and Garmin 430's and 530's have been stolen. As a result, we need to make sure all aircraft are locked after each flight where locks are functional.

#### 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*

## CFI Tips

### You Can Make A Case for Just About Anything

*This article was written by Ray Copp, CFI at Chester County Aviation. It was originally printed in a 2004 issue of Flight Training Magazine and has been reprinted here with permission from the author.*

The screen door opened with a squeak as I stepped unnoticed from the rain. It was a smallish room with a cluttered wooden roll-top desk pushed next to the wall. Papers were stacked on one end in a pile so high I wondered how it stood by itself. A few dusty books and a pad with hand scribbled notes adorned the other corner.

The man at the desk, a well-aged forty or so, wore a dirty baseball cap pushed back on his head. Hair hung nearly in his eyes and covered a weathered forehead. Somehow he managed an ear-to-ear grin and still clamp a soggy cigar stub between his teeth. His feet were propped on the pull-out desk shelf obviously made for just such a purpose.

The other two guys in the room were no less remarkable. Blue jeans and work pants; oil-stained button shirts, and well-worn (but carefully shaped) ball caps. Both had their legs extended with feet solidly crossed on what used to be someone's coffee table. Although they smoked and laughed, an obvious difference of opinion was at hand. Their disagreement hardly sputtered with my somewhat timid intrusion into their world.

Through the dirty office window I could see parked outside an oil-streaked Beech 18 decorated with the words *Hank's Flying Service* and a pretty yellow Cub. "That's odd," I thought. "I didn't notice them when I landed."

The whole room smelled of a well-mixed conglomerate of cigar smoke and motor oil. On a small table near the wall rested a few dog-eared flying magazines of who knows what vintage. A hand-lettered sign read *If you gotta get there in the worst way, call Hank's Flying Service at*

*Plaza311.. My eyes caught the calendar on the wall. Adorned by a somewhat scantily clad young woman (who seemed surprised at being caught outside in less than proper attire) rested the date May 1951.*

I moved without speaking to the faded red soda machine parked in the corner behind the door. I felt awkward and out of place. I tried to be inconspicuous as I put my nickel in the machine and retrieved a warm Coca Cola.

"Hey fella, what do you think?" asked the man behind the desk.

"Huh? About what?" I answered.

"You a flyer?" asked one of the others suspiciously.

"Uh yeah. I'm a pilot... I mean flyer."

"About what George over there was sayin'. About usin' your flaps every time you land."

"What I was sayin'," said George indignantly, "If ya' got 'em, why not use 'em? Right fella?"

"Well..."

"That's crazy!" interrupted the third man. "My Cub ain't got no flaps... My Cub don't need no flaps...and I don't need no flaps neither!"

"I say you don't use 'em if the winds blowin' hard across the runway," said the man behind the desk.

"This must be Hank," I thought to myself.

George continued, "My flyin' instructor said use 'em every time. And he's got a job flyin' for Mohawk on the side."

"What do you think fella'? Should a flyer use all the flaps, part of the flaps, or some of the flaps when he's landin'?" asked Hank.

*Author's Note:*

*I need this pause to emphasize my surprise at having been teleported back in time to 1951. Caught by a fast approaching thunderstorm, I had landed at the small grass strip to wait for the storm to pass. That it hadn't been marked on my sectional, or was abandoned and long since closed, didn't help explain my excursion into the past. But that's a*

*story all its own.*

Needless to say, I was at a disadvantage in the conversation. The question directed to me by the ghostly apparition should have sent me running for the safety of my airplane. Thunderstorm or no thunderstorm.

But I didn't run... Because you see, I had heard this same argument with its opposing sides of logic at my own airport many times. In fact, I'd wager the same discussion was concurrently taking place at a hundred different airports all across the country at that very moment. Oh, the faces change and the language changes, but the obvious fact remains that for such a well-regulated field of endeavor as flying, *you can make a case for just about anything.*

"Well," I replied to Hank's question. "It depends. Using full flaps generates the most lift. It lets you slow the airplane for landing. Using partial flaps in a strong crosswind provides somewhat better controllability. On the other hand, pilots need to practice no-flap landings to simulate electrical system failures. You really need to consult the operating manual of the airplane you're flying."

"Hey, this guy knows his stuff," said George. "Then settle this one for us. Should a flyer keep the pattern tight with the power off or fly a wider pattern with power on?"

"Ideally a pilot should stay in position to make a safe landing on the runway from any position in the pattern should the engine fail. A higher and steeper approach would be desired. George, you guys probably fly an approach like that in your Cub. On the other hand, especially when the wind is gusty, Hank probably flies a wider and more stabilized approach carrying some power in that Beech 18. That allows him time to gauge the crosswind. He can factor in that extra margin of safety and controllability to counter

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the gusty winds and turbulence.”

Noting the rain had slackened, I walked outside to take a few deep breaths of air free of cigar smoke and check the rainy skies. Turning back moments later, I found the door rusted tightly closed. Through the dirty office window, I could see the dust-covered broken down furniture. It appeared unused for many years. Although I had seen no one leave, the room was lifeless. On the wall the old calendar hung lopsided and the sign barely readable ...*call Hank's Flying Service*. Only my own Cessna 310 sat parked among the weeds on the old ramp. Feeling saddened my conversation with the apparitions could not continue, I looked at the brightening sky and thought aloud, “In flying you really can make a case for just about anything.”

The lesson to be learned becomes clear with the completion of the thought. It goes like this: “If you do something contrary to established procedure (and there are times when it's perfectly justified) do so consciously and have a clearly explainable reason. Makes non-standard actions “the exception and not the rule.”

Here's an example:

You're flying with a pilot who, the milli-second the airplane's wheels touch the runway, is a flurry of activity. He retracts the flaps before 10 pounds of weight rests on the tires. “Why did you do that?,” you ask.

“Do what?,” he replies.

“Raise the flaps so quickly after landing.”

“Did I raise the flaps?”

Although it's good practice not to touch anything until off the runway, the danger associated with grabbing the flap lever and throwing it up so quickly is obvious. Not all gear levers are round and not all gear levers are on the left side with the flap handle on the right. In addition, if you don't follow procedure (that means checklists and do-lists) you can't be confident or cognizant of the flap condition should you taxi for another trip around the patch. Leaving the flaps fully extended on takeoff can ruin your day.

On the other hand, in a gusty crosswind some airplanes can be a hand full once on the ground. Retracting the flaps on roll-out might be necessary to reduce the risk of ground control problems. Tail draggers and the lighter model Mooneys like to dance around on the runway in a crosswind. Getting the flaps up tends to glue the airplane more firmly to the ground.

You can make the case for retracting flaps on roll-out but make it a conscious decision backed up by an explainable reason. Make sure you look at the flap lever and say “flaps identified” before taking the action. Make the non-standard action the conscious exception to the rule.

Here's another example:

Your 15 miles out in your super-fast retractable gear airplane and ATC has kept you high. Getting down to pattern altitude will be tough. Your pilot says, “We'll throw out the wheels to slow 'er down.” He firmly rams the gear lever toward the down position and doesn't give the matter another thought. Fortunately for everyone on board, although the pilot never noticed, the green *Gear Down* light comes on and the landing gear locks in place.

As a general rule, the landing gear was not made to slow the airplane down. That it does so should be viewed as a side benefit. The wheels were meant to allow the airplane to roll freely on the ground (versus skidding on its metal belly) not act as speed brakes. It is good procedure when flying a retractable gear airplane to put the gear down at the same place every time. You can pick your own place to drop the wheels. Here are mine:

When flying the pattern, at the beginning of the downwind. On an instrument approach, at the final approach fix. On a visual approach, a straight-in, or non-standard pattern at 4 miles out in a single-engine airplane and 6 miles out in a twin engine airplane. Here again, you can select your own time and place to implement pre-landing procedures. Just keep them the same whenever possible and develop your check-lists and do-lists

around them.

On the other side of the argument, there may not be enough time or room to extend your descent to get down to pattern altitude. Traffic or weather conditions may make it impractical to fly aimlessly around trying to shed altitude. In that case, it's better not to risk shock cooling the engines in frigid temperatures just because you're hesitant to put the gear down farther out. In another case, some airplanes, like the V-tail Bonanza and older Cessna 310s, fly more stable in turbulence at slower speeds with the gear down.

You can easily make a case for extending the landing gear at non-standard times but do so consciously and back it up with the checklist at the normal time and place. By doing so you reduce the risk of making a dumb mistake. Make a non-standard action a conscious exception.

This next weekend (rain or shine) at small or large airports all across our great land, you can plop yourself down in the middle of the same age-old disagreements of 10 or 20 or 50 years past. You would hear the same old arguments for doing those same old things that pilots do. But next time you can say, “You know your both right. In flying you can make a case for just about anything. Just remember, when you do something contrary to accepted procedure, make it a conscious decision and base it on solid reasoning.”

In the years since my diversionary landing at that small abandoned grass strip, I've purposely flown over it several times. On each pass, I have circled and strained to see the old twin Beech sitting contented and dripping oil on the nearly overgrown ramp. Perhaps I hoped to catch a glimpse of an oily shirted figure climb out from under the fuselage and show that ear to ear grin; clenching a soggy cigar stub firmly in his teeth. At such times, I expect to see him squint into the sun and stuffing a dirty shop rag in his back pocket, give me a brief wave and shout to another unseen specter “George...I think that kid's gonna' make an fine flyer someday.”