



"FLY-BY"



Volume 1, Issue 8 Editor: Steve Fortin

October-November, 2006

Points Of Interest:

- Shorter Days & Cooler Nights Upon us
- Get Well Frank Deal
- CFI Profile—Justin Plourde
- CFI Tip: Frost Formation & Risks
- What is "Night"?
- Aerobatics with Instructor Len Razzi
- Aircraft for Sale at 40N



Congratulations to Angelo Melasecca on his first solo flight!

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Signs of the Times—Earlier Sunsets, Shorter Days & Cooler Nights



A beautiful sunset at the airport earlier this month

Earlier Sunsets – With the gradual shift from Summer to Fall and eventually Winter, we lose one to two minutes of sunlight every day. We need to plan our flights accordingly. Aircraft rental procedures at Chester County Aviation require local flights to be on the ground 30 minutes prior to sunset. Student cross-country flights must

flight-plan to be back at 40N one hour prior to sunset.

Shorter Days - An advantage to shorter days (and longer nights) is we are able to accomplish night training requirements without waiting until 9 PM or later for takeoff. Are you Night Current? Our rental procedures require that you be instru-

ment-rated and have received a night checkout.

Cooler Nights – As we move closer to Winter, and our days are shorter, daytime temperatures are cooler and, of course, so are the night-time temperatures. Before we fly at night, we need to conduct a careful check of the lifting and control surfaces of our aircraft for the accumulation of dew (which will probably freeze as we climb into even cooler temps) or frost. Please review our article on frost elsewhere in this issue of the Fly-By.

Safe Flying!
Steve Fortin
Chief Flight Instructor

Frank Deal is "on the mend"

We are pleased to report that, after a serious injury in mid-September, CFI Frank Deal is at home and on the mend.

On Wednesday, September 20th, Frank fell in the parking lot at the airport, striking his head on the pavement. He was taken to the Trauma Center at

Lancaster General Hospital. After a five day hospital stay, Frank was discharged and he is recuperating at home. Given the nature of his injuries, it will probably be several



months before he is fully recovered. We look forward to seeing him back at the airport on a regular basis.

Please join all of us at Chester County Aviation and JetDirect Aviation in sending Frank our best wishes for a speedy recovery.



Justin Plourde, Instructor

CCA Instructor— Flight Profile

Justin's interest in aviation began at age 13 when his uncle took him for an airplane ride in a Cessna Skyhawk. He commented that he loved the flying, even though he got sick during the plane ride. He decided he wanted to be a pilot at age 13. During a high-school trip to a Voc-Tech school, he found that he could earn his FAA Airframe Mechanic Certificate while still attending high school. He graduated high school in 1996 with his Airframe Certificate.

Justin's real love was flying and earning the mechanic certificate was only a step toward his aviation goal. After work in the retail pharmacy industry (at age 18, he became a store manager for Eckerd

Drugs), he attended Spartan School of Aeronautics in Tulsa, Oklahoma and earned his FAA Powerplant Certificate, completing this program in May 2001.

He found an ad for American Flyers in Florida that indicated they were hiring mechanics (with high grade-point averages) for an intern program, which would allow him to earn his pilot's license. He started his pilot training in the Spring of 2001 and, while working for American Flyers as a mechanic, went from zero hours to completing his Flight Instructor – Airplane Certificate in December 2002. Justin added his Instrument Instructor in January 2003 and began teaching. He joined Chester County Aviation

in January 2004 as a staff instructor.

From early 2003 through his graduation in January 2006, Justin was also a student at Wilmington College, working toward his undergraduate degree in Aviation. And did we mention, he also worked as a server at Simon Pearce Restaurant in West Chester?

While attending school, flying and instructing at CCA and working evenings as a server, Justin found time to earn his Multi-engine Rating in March 2005. The addition of this rating enabled him to begin working part-time at Flight Safety International, Wilmington, as a simulator First Officer in the Challenger 604. (He did decide to *then* give up the

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RECENT CCA SOLOS

- Pat Leroux, June 2006
- Tim Baldwin, June 2006
- Martin Lessem, June 2006
- Stephan Menger, July 2006
- Chad Mertz, August 2006
- David MacDonald, October 2006
- Angelo Melasecca, October 2006



David MacDonald's first solo flight!

RECENT CCA GRADUATES

- Private Pilot
Jeff Schaefer, June 2006
Steve DiMaio, November, 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.

What do you call "Night?"

The FAA has multiple uses and definitions for what we generally think of as night.

In 14 CFR 1.1, Definitions – night is defined as the time period from the end of Evening Civil Twilight to the beginning of Morning Civil Twilight.

Now, you ask, just what is Civil Twilight? This is defined in the AIM, Section 10-2-2.b.1.(g) as to begin in the morning and to end the evening

What does the FAA call "Night?"

when the center of the Sun is geometrically 6° below the horizon. This is further defined as the limit at which illumination is sufficient, under good weather conditions, for terrestrial objects to be clearly distinguished.

In 14 CFR 91-209, Aircraft Lights – night refers to that period of time from sunset to sunrise as a

time when lights are required.



And, finally, in 14 CFR 61-57 (b), Recent Flight Experience – concerning carrying passengers at night, night refers to that period of time beginning 1 hour after sunset and ending 1 hour before sunrise.

Clear, right?

CFI Tip: Frost Formation and Risks

It's not too early to review the formation of frost ... and its risks in aviation.

Frost will tend to form on clear, cool nights when winds are light. Nights that, in most respects, are ideal for flight but may be a hazard for frost, depending on temperature and the amount of moisture in the air

Frost forms when the temperature reaches the dew point and the dew point is below freezing. Some surfaces – grass, light vegetation and smooth metal and glassy surfaces – will tend to reach freezing temperature before the ground or other massive objects because they tend to lose heat quickly in the cool night air. Smooth, thin metal and glassy surfaces – wings, tail and windscreen, for example -- may have a lower temperature than the ambient air, so frost can form more quickly than it forms on the ground. Crystalline in nature, frost spreads rapidly once it begins to form.

Frost may be very pretty, but it can have a significant negative effect on flight. While it does not change the

aerodynamic shape of the wing or tail surface, frost changes the smooth surface into a rough surface. This change disturbs the airflow and slows it, causing early airflow separation and loss of lift. According to Aviation Weather, "A heavy coat of hard frost will cause a 5-10% increase in stall speed. Even a small amount of frost on airfoils may prevent an aircraft from becoming airborne at normal take-off speed. Once airborne, an aircraft could have insufficient margin of airspeed above stall so that moderate gusts or turning flight could produce incipient or complete stalling." Also consider that frost formation is not necessarily symmetrical so the wings may not stall at the same time. Not good.

The only safe approach here is to remove all frost from lift and control surfaces. The best method is to move the airplane into a heated hangar, allowing the frost to melt off all surfaces. If a hangar isn't available, try to move the aircraft into a sunlit area. Once exposed to

sunlight, the frost will melt rapidly. If neither is possible, you should be patient and wait for temperature to rise above freezing.

A third and less desirable alternative for frost removal is to spray ice-melting liquid on the surfaces. If you choose to do this, be very careful to keep the chemicals away from windows and other acrylic surfaces. Make sure to carefully check the directions and warning labels before using these ice-melters on composite airframes.

Regardless of the method you choose to remove frost, a "touch check" is always wise – run your hands over the leading edges of all control and lifting surfaces. You can feel frost that you cannot see.

Regardless of which method you use, once the frost is removed you should start-up and get airborne as quickly as possible so that melted frost does not re-freeze. This could cause the formation of clear ice on wing surfaces, in control hinges or other critical areas — a bad thing.

Thought About Owning Your Own Aircraft? *Aircraft for Sale through Chester County Aviation*

N7778W—1965 Piper Cherokee



Specifications (as of 9/7/05)

Total Airframe time: 3680
Paint and Interior: 7 / 7
Annual Done: Sept, 2006
Engine time SMOH: 1522
Avionics: GMA-340, GNS-430, Narco MK 12D, Transponder w/alt enc., ADF, STEC System 30 A/P w/ GPSS; new instrument panel w/std. layout; no damage history
Asking Price: \$56,000

N3380R—1967 C182L



Specifications (as of 8/9/06)

Total Airframe Time: 3500
Paint and Interior: 7 / 7.5
Annual Done: Sept, 2006
Engine Time SMOH: 1200
Prop Time SOH: 1200
Avionics: Dual MX300 digital NavComs, G/S, MB, Apollo 618, R446A, AT50A, Lowrance 1000 GPS, PM501 intercom, Tanis heater. Asking price: \$59,000

More photos on the website!

N82720—1981 Piper Archer



Specifications (as of 11/11/2006)

Total Airframe time: 11,889
Paint and Interior: 5 / 8
Annual Done: Nov, 2006
Engine time SMOH: 1043
Avionics: PSM-6000 w/MB & 4 pl. intercom, KX-155 w/GS, Narco Mk 12D w/GS, KT-76A w/Alt Encoding, KR-86 ADF, KLN-89B (VFR Only). Interior redone Fall, 2003.
Asking Price: \$53,400

For more information about these aircraft, contact Steve Fortin at (610)384-9000, ext. 500

THE 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.



Quiz Me (reprinted with permission from AOPA ePilot)

Question:

I was arrested last weekend for driving under the influence (DUI) of alcohol. My driver's license has been suspended for 60 days, but I haven't been convicted of the DUI. Do I have to report this to the FAA?

Answer:

Yes. As stated in 14 CFR 61.15(c), a motor vehicle action is not just a DUI conviction, but any cancellation, suspension, revocation of a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated, impaired or under the influence of alcohol or drug. Paragraph (e)

states what information is required in the written report to the FAA; they require the report within 60 days of the motor vehicle action. If you are convicted at a later date for this DUI, you must provide an additional written report to the FAA because they require a report for each motor vehicle action. More info? View AOPA's subject report online.

CFI Profile — Justin Plourde

(Continued from page 2)

server position at Simon Pearce.) In July 2005, Flight Safety cross-trained him in the Global Express, allowing him more opportunity to gain heavy corporate jet experience.

Justin continues to fly, instruct and build his time towards the coveted Air Transport Pilot Certificate, with an ultimate goal of a corporate pilot position.

By Steve Fortin

CFI Factoids: Did You Know ...

Every Flight Instructor at Chester County Aviation has over 1000 hours of flight time;

The "average" CFI has been a pilot for almost 17 years and an instructor for over 7 years.

The "average" CFI has over 2900 hours of flight time and over 1400 hours of dual given.

We hold a total of 34 pilot ratings and 30 instructor ratings.

Talk about experience!

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, CFII, AGI, IGI

Ray Copp CFI, CFII, MEI, ATP

Frank Deal, CFI, AGI

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