



# "FLY-BY"



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**Points Of Interest:**

- Change at CCA
- CBI Recognized
- CFI Profile—Anthony DiMaio
- CFI Tip: Mike Floriani
- Aviation Games



*Congratulations to John Hall on his first solo flight!*



*Martin Lessem earned his Private Pilot "wings" in August*

## Changes — Staff and the AIM

The more things change, the more they stay the same. How often have we heard this in life? The most important change this month is the decision by Frank Deal to leave the flight school. Frank was a valued member of our flight-training team and he will be missed. We wish him well. We are in the process of assigning his students to other instructors. What stayed the same? Our commitment to provide you the best flight training we can.

Another major change released with the 2007 edition of the Aeronautical Information Manual concerns traffic pattern communications. So often we hear an aircraft, usually one who has just come on the local radio frequency, ask, "Any traf-

fic in the area, please advise." Fortunately, this request is frequently ignored; otherwise our already busy Unicom frequency would become pure chaos with each and every aircraft within 10 miles of an airport trying to 'advise.' The FAA has finally chosen to address this issue. Below is the latest information, as sent by the FAA Designee Notification Branch in Oklahoma City:

"The inane practice of using the phrase "any traffic please advise" has become so wide spread that the FAA has finally included a "do not do this" in the latest version of the AIM. You will find the following quote at paragraph 4-1-9 G 1 in the

latest version of the AIM: *"Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports that do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. Pilots stating, "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition."*

Safe Flying!  
Steve Fortin  
Chief Flight Instructor

**Inside this issue:**

CBI Recognized	1
CFI Profile: Anthony DiMaio	2
CFI Tip by Mike Floriani	3
Recent Solos and Graduates	4
Aero Terms	4

### Computer Based Instruction Recognized

Avemco Insurance has recognized the value of the Cessna Pilot Center Computer-Based Instruction (CBI) Program, with a 5% discount for enrolled students, including non-owner (renter) coverage. Avemco says the Cessna program goes beyond the FAA mini-

mums for flight training and that's a cornerstone of its incentive program. Completing the course extends the 5% discount for another year. The incentive is part of Avemco's Safety Rewards Program,

started in 2002, and Jim Lauerman, Avemco's VP of Insurance Operations, said the results are encouraging. "With three years of solid



claims data, there is no question this program has helped

*(Continued on page 4)*



## Anthony DiMaio, Instructor

### CCA Instructor— Flight Profile

Anthony's interest in aviation began at a very early age — his father would take him to Brandywine airport on the weekends as well as to local airshows. He began flying radio controlled airplanes when he was just 8 years old. When he was 13 he took his first flight lesson at the Chester County Airport. It was on that day that he knew he wanted to pursue an aviation career.

One year later, Anthony got a job at Chester County washing airplanes. Every pay check he earned was used for flight training. Anthony so-losed just a few days after his 16<sup>th</sup> birthday, before he even had his permit to learn to drive.

He earned his Private Pilot License in August 2000 before his senior

year at Bishop Shanahan High School. During that year he continued to fly as much as possible, earning his Instrument Rating in March 2001, and his Commercial Pilot Certificate and Multi-Engine Rating in August 2001, just a few days before he started college at Embry-Riddle Aeronautical University in Daytona Beach, Florida.

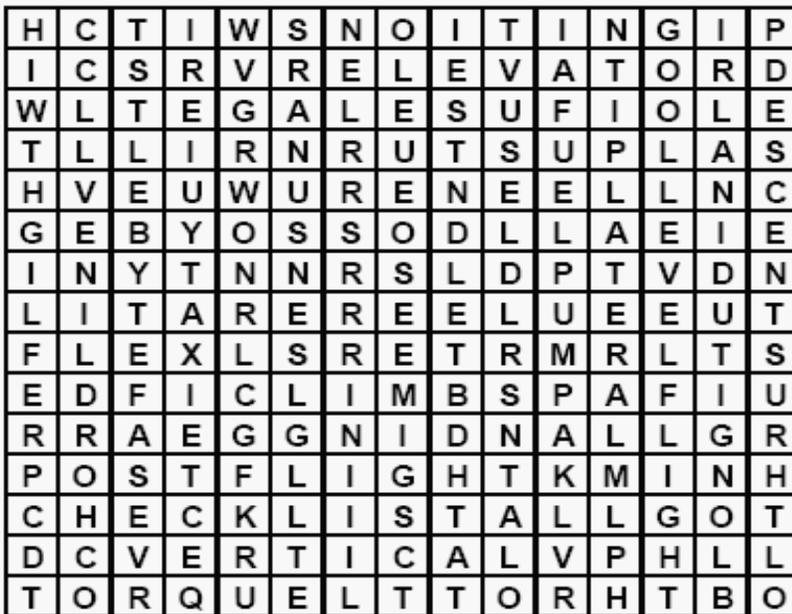
During Christmas break of freshman year, Anthony came back to Chester County Aviation and passed his CFI checkride. Over the next 3½ years, he earned his Instrument Instructor Certificate and tailwheel endorsement. He continued to build flight time teaching at 2 local flight schools in Daytona Beach.

He graduated from ERAU with a degree in Aeronautical Science in December 2004. It was also in Daytona that he met his wife Amy while attending Church. Anthony and Amy were married June 2 of this year.

When he is not teaching at Chester County Aviation, Anthony works at FlightSafety International in the Gulfstream 5/550 simulators as a fill in copilot. Anthony believes he is blessed to have an opportunity to learn these premier airplanes and he feels the experience has greatly improved his ability to instruct.

Anthony is working toward his ATP and a type rating in the Gulfstream 5. He hopes to land a job flying for a large corporation in the near future.

### Word Search: Aviation Basics



- |            |                 |              |          |
|------------|-----------------|--------------|----------|
| Ailerons   | Fuselage        | Post flight  | Taxi     |
| Bernoulli  | Ignition switch | Preflight    | Throttle |
| Checklist  | Landing gear    | Propeller    | Thrust   |
| Chord line | Lateral         | Roll         | Torque   |
| Climb      | Level flight    | Rudder       | Turn     |
| Descent    | Longitudinal    | Safety belts | Vertical |
| Elevator   | Master switch   | Stall        |          |
| Fuel pump  | Oil pressure    | Tail         |          |



### Expand Your Flight Envelope

with an Aerobic 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.



Open Monday-Sunday for lunch and dinner. Breakfast available on Saturday & Sunday from 8 am.

## CFI Tip: Rental Weather Minimums — Safety First

Earlier this summer, a student pilot, on his first cross country flight from Winchester Virginia, announced on Chester County Airport's Unicom that he was lost. The stress in his voice was palpable as the late-evening sun was setting behind the haze. Visibility at that time was less than five miles.

While the pilot safely landed at 40N after Philadelphia Approach vectored him to the airport, his flight instructor had to drive to Chester County Airport the following day to return the plane in marginal weather while the student drove the instructor's car back to Virginia. The unnecessary expense, frustration and stress could have been avoided if rental weather minimums were established at their flight school and proper flight planning was done prior to departure.

According to the latest Nall Report, a report highlighting general aviation accident trends, weather is the leading contributing factor of accidents (90.5%) by pilots attempting to continue VFR flight into instrument conditions and resulted in forty-five fatalities in 2004. Weather also plays a key role in landing accidents due to winds increasing beyond a pilot's capability or exceeding an airplane's demonstrated crosswind component.

Since weather is taken very seriously, Chester County Airport has rental weather minimums for all pilots who rent aircraft from the flight school. These rental minimums were created to ensure that everyone has a much safer and effective flying experience while complying with FAA regulations. Remember, these are minimums and each pilot must determine if these minimums exceed their own personal minimums. Additionally, every pilot, whether student or well-seasoned, is not relieved of their responsibilities per FAR 91.103 concerning preflight action. Simply checking the airport's AWOS or calling the airport dispatcher does not consti-

tute a weather briefing and may result in an unnecessary trip to the airport. It may also result in a poor impression of those who arrive at the airport expecting to fly a rental aircraft when weather prohibits others from flying.

So, how does one make the correct decision? First, know the minimums by obtaining a copy from the flight school. Every new solo student receives a copy of these parameters and signs a letter of understanding of the minimums once they soloed. Second, know your own personal minimums by honestly assessing yourself. This can be done by completing a PAVE (Pilot, Aircraft, Environment and External Pressures) checklist which can be found at the FAA's website or simply by discussing your experiences with a flight instructor. Third, obtain all pertinent information regarding your flight even if the flight is only to the practice area. The only two "official" weather resources are from a FSS briefer or from DUATS in which a record is made of the transaction. Remember, it is not uncommon for wind velocities, consistent with forecasts, to increase during a one hour flight or for localized thunderstorms to develop just outside airport areas. Besides, FAR 91.103 states that you must obtain this information.

According to §91.103, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight." For flights not in the vicinity of an airport, weather reports and forecasts must be utilized. This means even a fifteen minute flight to Lancaster requires a pilot to know the weather. It's a tall order, but one that we are all legally required to do as responsible pilots.

Some key rental weather minimums are 2,000 foot ceilings and five statute miles visibility for dual local flights. Solo local flights require 3,000 foot ceilings and five miles of visibility. These minimums may be

inadequate early in one's flight training when a definable horizon is required for basic aircraft maneuvers or when a newly-minted solo student ventures out to the practice area and visible ground references are not easy to find. Five miles of visibility does not consider the "slant" distance seen from the airplane. At approximately 5,000 feet high and five miles away from a reference point, the "slant" distance is increased by two percent of the horizontal distance.

Cross country requirements are more stringent to avoid situations similar to the one mentioned earlier. Although 3,000 foot ceilings are the minimums along the entire route, some may be tempted to depart in good weather only to get caught on top of a ceiling by the time they arrive at their destination. A typical gradual descent plan requires approximately three to four miles for every loss of one thousand feet; therefore, a flight at 4,000 feet, assuming the airport is at sea level, requires the descent to begin twelve to sixteen miles away from the destination. What happens when the sky is only broken over the airport and you are trapped above the ceiling?

Another cross country requirement for solo students is to be back at Chester County Airport two hours before sunset. This becomes especially important as the days become shorter. It is also important that everyone knows when sunset occurs.

The rental weather minimums established are guidelines. Using good pilot judgment, planning and having an open dialogue with flight school personnel will mitigate the risks of flying in ever-changing weather. Besides, if the weather is below flight school minimums, it's a perfect time to get a ground lesson on weather or an opportunity for hangar flying.

*By Mike Floriani, CFI*

THE MONTHLY NEWSLETTER FROM  
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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.

### 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.



### Computer-Based Instruction

*(Continued from page 1)*

to reduce accidents and stabilize insurance premiums," Lauerma said. Our underwriting results are better for customers who have participated in the CBI program for

their training. The Cessna program goes beyond teaching the skills necessary to pass the FAA test and is geared toward turning out better, safe and more competent pilots. At the same time, the enhanced training methods used in the Cessna program reduce the actual instructional time by an average of 30 percent.

Chester County Aviation is proud to be recognized as a Cessna Pilot Center and to offer the CBI for your Private Pilot training and your Instrument Rating.

*Some information for this article was extracted from AvWeb and AOPA ePilot.*

#### **RECENT CCA SOLOS**

Pat Leroux, June 2006  
Tim Baldwin, June 2006  
Martin Lessem, June 2006  
Stephan Menger, July 2006  
Chad Mertz, August 2006  
John Hall, September 2006

#### **RECENT CCA GRADUATES**

##### **Private Pilot**

Martin Lessem, August 2006

##### **Instrument Pilot**

Rudi Madalijs, July 2006

##### **Instrument Ground Instructor**

Mike Floriani, July 2006

#### **Aero-Terms!**

##### **Pitot Tube**

That's Pea-Toe, not Pea-Tot. Used on aircraft to measure the craft's air-speed. The tube is parallel to the aircraft's longitudinal axis, and is typically mounted on the wing of small aircraft and on a pylon on the body of larger aircraft. Airspeed is based on the difference between the ram pressure from the pitot tube and static pressure. On many aircraft, static pressure is measured through a port on the side of the fuselage or another port on the pitot tube itself.

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