

THE SEACOAST AIRFOIL

December 2019

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Newsletter for
[members and
friends of EAA
Chapter 225.](#)

[1978 - 2019 ...](#)

There will be NO Meetings in Dec. 2019 or
Jan. 2020

Next Gathering:

Saturday, Jan. 11, 2020

Event: Annual Christmas Pot
Luck Dinner & Yankee Swap
Holiday Party

Place: Skyhaven Pilot's Lounge

Time: 5pm Meet, Greet & Eat.

Please contact Glenn Crilley as to
what you can bring to our "Pot
Luck" Party, be it snack, entree,
dessert or drinks. Glenn can be
reached at: (603) 812-3137.

EAA Chapter 225

*[Celebrating our 41st year
of the aviation community
in the seacoast region
sharing aircraft building,
Young Eagles Program,
restorations, the skies](#)*

2019 EAA 225

Young Eagle Flight Rallies

**This past season of EAA Young
Eagle Flight rallies held in
Sanford, Maine and Rochester,
New Hampshire saw a total of 142
kids from around the area take
flights with our EAA ground crew
& volunteer pilots from EAA
Chapters 225, 1210 & 1434. EAA
225 would like to thank all who
volunteered at these events to help
pull the events off and give back to
our neighboring communities.**



"Building & Flying Together"

From the Presidents Hangar:

Hey all,

I hope this letter find you all in good health and spirits! I hope you all had a great Thanksgiving and safe travels. And so here we are, those Fall days are gone it seems all too soon; and winter has descended upon us in a hurry. The Holidays are here and the outside projects if not completed already may just have to wait for next year. In my world this means that it's time to work on all those indoor projects now. Well it's a good thing for my Zenith I built a shop (with heat!) and that's where she lives.

Last month I talked about an ADS-B solution utilizing uAvionix. I guess if you're in general aviation and not talking about that subject the month before the deadline you're probably not flying much, already compliant or maybe have no plans to be. I fall into another category, I'm just late to the game, some call it procrastination but we can talk about that later. For my ADS-b solution I ended up purchasing the UAT from uAvionix along with their GPS. I also picked up a used Garmin transponder GTX-327 to pair it with for a good price. To round out the bundle and utilize all the new information that UAT will output I purchased the iFly 740b which is an incredibly feature packed GPS moving map.

So it sounds like I've got quite the challenge ahead of me getting all these new to me units powered up and communicating properly. Fortunately, the uAvionix equipment installation is easier than putting a stereo in your car. Mount the GPS antenna, mount the matchbox sized UAT, antenna, and make the easily identified wire terminations. The rest of the setup for that is done through your phone. My biggest challenge for this setup is going to be mounting the iFly 740, nobody makes a good panel mount for this one yet. Air Gizmos shows one on the website but guys are saying that the new unit with the rounded corners lets it fall out. I sent a message to Air Gizmos but it went unanswered, so that tells me if I run into an issue down the road with the product I may be out of luck. My current plan is to use the stock mount from the iFly guys and modify that one to work.

Lastly, I decided to run an intercom from Dynon. I had been avoiding this for as long as I could, one more thing to install, break, and weigh. However, I believe the benefits to outweigh the negatives. This will give me audible alerts for traffic, warning tones from my D180 for end limits along with AOA warning, radio comm priority, and finally music/ phone integration. More to come on this.

Alright, last meeting we decided to take a break from our meeting this month with everything stacked so close together. So please DON'T show up the second Tuesday of the month, you'll be lonely..... However please do show up January 11th for our Holiday party. More information to come on that one. In the meantime, have a very merry Christmas and I'm looking forward to seeing you all again soon.

Take care,

Todd Scruton



Sponsored by - Aircraft Spruce

TRAINING TIP: WHEN EYES TELL LIES; December 4, 2019; By Dan Namowitz

As I stare with one eye covered at an image in an aviation text held at arm's length, a remarkable thing happens.

I lean in closer, and the small airplane on the left side of the image remains visible, but a black X on the right side of the image vanishes, then reappears. Quite a convincing demonstration of the eye's blind spot, as presented on pages 17-21 and 17-22 of the [Pilot's Handbook of Aeronautical Knowledge](#).

The reason for covering one eye while doing the demonstration is also intriguing: When your eyes are working together to see an object, that object can't be in both eyes' blind spots at once. To investigate your right eye's blind spot, you cover your left eye, then move your head as directed until objects in your peripheral visual field, like that black X, vanish. But don't stop there: With continued movement the peripheral object reappears!

Nice, but a pilot is not going to fly along with an eye covered, so what's the big deal?

Well, suppose the field of vision of one of your eyes is obstructed by something like a windscreen divider. Then, according to the handbook, "a visual target could fall in the blind spot of the other eye and remain undetected."

Who knew see-and-avoid was so scientific? Clearly visual scanning has drawbacks and limitations important to understand. Pilots also learn that visual acuity declines with available light until low-light conditions call for using a different scanning technique—off-center vision—for detecting objects.

This technique—you look five to 10 degrees off center of the object in view—helps overcome a nighttime central blind spot that occurs because of the distribution of the eye's rods and cones, which have different sensitivities to light. (Rods are far more light sensitive than cones at night.)

You can demonstrate this effect too, using a dim light in a darkened room. "When looking directly at the light, it dims or disappears altogether. When looking slightly off center, it becomes clearer and brighter," the chapter explains.

If your flight plans for December include nailing down your required [night flight](#), make a point of reviewing how to adapt your eyes to darkness, and how to protect them from sudden exposure to bright light once airborne

For flying a night cross-country flight, it's natural to build an extra safety margin into your altitude selection, but remember too that without supplemental oxygen, night vision "declines measurably at pressure altitudes above 4,000 feet" as available oxygen is reduced.

UPCOMING EAA WEBINARS

(To view a webinar, simply click on the title to register and you will be directed to the course.)

December Webinars**Chapter Roster Management Application**

Tuesday, December 3 at 7 p.m. CST

Presenter: Charlie Becker

[Register Now >>](#)

Is Hangaring Worth It?

Wednesday, December 4 at 7 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Vans RV Maintenance Gotchas

Wednesday, December 11 at 7 p.m. CST

Presenter: Vic Syracuse | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

IAC - Where We've Been and Where We're Going!

Tuesday, December 17 at 7 p.m. CST

Presenter: Robert Armstrong

[Register Now >>](#)

What You Need to Know About Airframe Icing

Wednesday, December 18 at 7 p.m. CST

Presenter: Scott Dennstaedt | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

January Webinars**AOG! Dealing With Breakdowns Away From Home**

Wednesday, January 8 at 7 p.m. CST

Presenter: Mike Busch

Qualifies for FAA WINGS and AMT credit.

[Register Now >>](#)

Transportation Security and You – What's New Since 9/11?

Wednesday, January 15 at 7 p.m. CST

Presenter: Prof. H. Paul Shuch

Qualifies for FAA Wings credit.

[Register Now >>](#)

Basic Aerodynamic Principles Demonstrated in Aerobatics

Tuesday, January 21 at 7 p.m. CST

Presenter: Dagmar Kress

Qualifies for FAA WINGS credit.

[Register Now >>](#)

EAA Proficiency365™**– Stay Active and Current Year-Round**

Wednesday, January 22 at 7 p.m. CST

Presenter: Radek Wyrzykowski

Qualifies for FAA WINGS credit.

[Register Now >>](#)

Compression Testing Aircraft Engines and Maximizing Cylinder Life

Wednesday, January 29 at 7 p.m. CST

Presenter: Bill Ross

Qualifies for FAA WINGS and AMT credit.

[Register Now >>](#)

Don't forget to [Register today](#) for these upcoming free webinars!

Audio speakers and a broadband Internet connection are required to participate in the webinars. Visit the [webinars page](#) for more information about EAA's Webinars.

EAA gratefully acknowledges the support of [Aircraft Spruce and Specialty Co.](#) for their generous sponsorship of our webinar programs.



SEASON'S GREETINGS

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