

THE SEACOAST AIRFOIL

February 2020

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<http://www.225.eaachapter.org/>

EAA CHAPTER 225
C/O SKYHAVEN AIRPORT
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YOUNG EAGLES
NH & ME
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Chapter Meeting:

Tuesday, Feb. 11, 2020

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

[1978 - 2020 ...](#)

Next Gathering:

Place:

Skyhaven Pilot's Lounge

Time:

6-6:30pm - Social Gathering

7:00pm - Chapter Meeting

Chapter videos and business meeting all rolled into one. Updates on upcoming Wings & Wheels 2020 included along with initial Young Eagles planning.

[EAA Chapter 225](#)

*[Celebrating our 42nd year
of the aviation community
in the seacoast region
sharing aircraft building,
Young Eagles Program,
restorations, the skies](#)*

EAA 225 Holiday Get-together

Members gathered at the Skyhaven Airport Pilot's Lounge on Saturday, January 11, 2020 for the Annual Holiday Pot-Luck Dinner and Yankee Swap.

In total, there were twelve adults and three children who attended the party. John & Pupae brought extra food and according to Glenn, there was lots for everyone. We'll have to wait till the February meeting to hear about the Yankee Swap.



"Building & Flying Together"



From the Presidents Hangar:

Hi all,

Well here we are, moving right along in the new year. Young Eagle rallies are right around the corner and it's time to start planning them. The wings and wheels event is already in the planning stages. We had a great turnout last year and I'd like to see us build on that this year.

Thanks to the efforts of pilots and ground crew we earned funds to buy shirts and new banners. I think it will help present us to the community (those parents allowing the kids to fly) as a more professional group of individuals, which as it turns out, that's exactly what we are.

So now on to the question burning in everyones mind, what's up with the Zenith? Is it done? Funny you should ask, it's good, and no, it's not complete yet. However we are moving along to completion by the week. This past week I've installed the new to me engine primer, and its -2 AN copper lines through the firewall. Additionally I have installed a fuel pump bypass, it consists of a flow check and a couple tees. This addition will allow fuel to bypass the electric pump in case of pump failure and fuel flow restriction. I decided to install this bypass after a report with an unfortunate outcome of a failed Facet fuel pump in flight on an Alaskan based Zenith 701.

Looking forward to seeing you all Tuesday for our first regular meeting of the new year. We will meet at the pilots lounge and talk young eagles and what else we want to accomplish this year.

Take care,
Todd Scruton



(This is a follow-up article to last month's story on ADS-B. There are links to forms and more information if you desire to learn more about it all.)

Getting Started with ADAPT

A quick guide to using ADAPT

Welcome to ADAPT.

Aircraft operators using aircraft that do not meet Title 14 - Code of Federal Regulations (14 CFR) Part 91.225 or § 91.227 Automatic Dependent Surveillance – Broadcast (ADS-B) Out, equipage or performance requirements, are permitted under certain circumstances to ask for an Air Traffic Control (ATC) authorization to deviate from these CFR requirements.

To relieve the potential burden on ATC facilities, the FAA developed an automation capability to manage aircraft operator requests for an ATC authorization. This automation capability, **ADS-B Deviation Authorization Preflight Tool (ADAPT)**, uses an existing FAA website portal, **Service Availability Prediction Tool (SAPT)**, modified to provide the capability.

The SAPT or ADAPT [flight information entry form](#) (the form is the same and either can be selected) is used by the aircraft operator to enter flight details. SAPT will analyze the flight details and if analysis indicates aircraft predicted ADS-B Out performance results fails performance requirements, operators are given an opportunity to submit a request to the FAA for an ATC authorization using ADAPT. A non-equipped aircraft will obviously “fail” the ADS-B performance requirements, but this first step is still necessary because the SAPT analysis provides alternate surveillance information that is necessary for evaluating an ATC authorization request. If the operator decides to pursue an ATC authorization, they will enter the deviation request via the ADAPT link. Additional aircraft operator and flight detail information, beyond that gathered for the SAPT analysis, will be gathered via the ADAPT webpage before the operator can submit a request for an ATC authorization.

We encourage users to download the [User Guide](#) [pdf] (7.3MB) to become familiar with the SAPT/ADAPT site and features.

ADAPT Help

If you have questions or need assistance using ADAPT, please contact adapthelp@faa.gov.

Non-Civil Operators: the FAA has established other methods for U.S. Federal, State, and Local government agencies to submit requests for ADS-B Out rule authorization. These agencies should not use ADAPT, but should contact FAA System Operations Security via email at 9-ATOR-HQ-IFOS@faa.gov to request ADS-B Out rule authorizations.

First Responder Organizations: The FAA has also established separate procedures for handling ADS-B ATC authorization requests for first responder agencies. First responders' agencies should not use ADAPT, but should contact FAA Airspace and Rules Team via email at 9-AJV-8-HQ-Correspondence@faa.gov.

User Feedback

SAPT/ADAPT users are encouraged to submit feedback about the operation of the system, using the [feedback form](#).

Legal note: although forms used on the SAPT/ADAPT webpages are similar to forms used for VFR/IFR flight plan filing, SAPT/ADAPT web forms are for gathering operator information needed for prediction and application processing purposes only. Operator information submitted via SAPT/ADAPT will not generate nor should they be considered formal IFR/VFR flight plan submissions.

Paperwork Reduction Act Burden Statement

Public reporting for this collection of information is estimated to be approximately 7 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information.



UPCOMING EAA WEBINARS

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

February Webinars

Bolted Joints in Tension

Wednesday, February 5 at 7 p.m. CST

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

[Register Now >>](#)

Tips & Tricks for Recording In-Flight Videos

Tuesday, February 11 at 7 p.m. CST

Presenter: Martin Pauly

[Register Now >>](#)

Removing Winter Rust and Spin Avoidance

Wednesday, February 12 at 7 p.m. CST

Presenter: Gordon Penner | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

EAA Flying Start: A Great Way to Grow Your Chapter

Tuesday, February 18 at 7 p.m. CST

Presenter: Serena Kamps

[Register Now >>](#)

Vans RV Maintenance Common Questions

Wednesday, February 19 at 7 p.m. CST

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

[Register Now >>](#)

Chapter Chat: Tax Exempt Basics

Tuesday, February 25 at 7 p.m. CST

Presenter: Patti Arthur

[Register Now >>](#)

Bang for the Buck: Affordable Aircraft Building

Wednesday, February 26 at 7 p.m. CST

Presenter: Tim Hoverstein

[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.

Changes are coming for 2020 and it's time to renew your membership at EAA 225:

1. EAA Chapter Website: Our Chapter Web site will be changing within the next 60 days or so. EAA HQs is currently implementing the updates and we will be changing as well.
2. During Oshkosh 2019, Michelle Kunes Director of EAA Young Eagles retired and was honored for her 19 years serving the program. As result of her retirement, EAA decided to combine the Young Eagle Flight program with the Eagle Flight program and the newly appointed director is Brian O'Lena.
3. The FAA this week denied requests filed by EAA and others, including AMA and AOPA, for a comment period extension to a controversial notice of proposed rule-making (NPRM) mandating remote ID (RID) for unmanned aerial systems (UAS). This piece of NPRM garnered more than 7,000 comments less than 30 days into the comment period. With no extension granted, the comment period ends March 2.
4. Membership renewal is underway. According to the bylaws of the chapter, to remain a member in 'Good Standing' there is a window in which to do so. You have 3-months into the new year (January 1 to March 31) to get your dues taken care of. Members may contact EAA Chapter Treasurer Paul McNeil by phone at (603-664-2442) or email (pjm@metrocast.net) if you have any questions.

2018 - 2021 Chapter Officers

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<p>Vice-President John Ricciotti jar59nh@gmail.com</p>	<p>Young Eagles Gerry Peterson 1oldeagle@gmail.com</p>	<p>Aviation Scholarship Committee Richard Jackson, George May, Howard Moulton</p>
<p>Treasurer Paul McNeil pjm@metrocast.newt</p>	<p>Technical Counselor Barry Jameson ih54truck@gmail.com</p>	

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