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EAA 225 February 10th Meeting at the clubhouse at Skyhaven Airport.

Newsletter for members and friends of EAA Chapter 225.

1978 - 2015 ...

EAA 225 Meeting at Chapter Clubhouse on Tuesday, February 10th.

You're all invited to the first meeting of the new year at our Chapter's Clubhouse. Snacks will be available starting around 6:30 with the meeting to follow at 7pm.

Members are encouraged to bring ideas to the meeting along with your appetite for aviation.

Five Tips from ATC

We bow to no one in our willingness to reject ATC clearances and forcefully but politely seek what we want and need from a controller. Since our chair usually is moving faster than their's, we cop the attitude that our needs are more important than ATC's. At the same time, we certainly understand controllers often have little flexibility in responding to our needs, whether due to their own requirements, conflicting traffic we know nothing about or high workload. But they also need things from us: basic airmanship, concise communication and the ability (willingness?) to follow instructions. To put it another way, both sides of the pilot/controller relationship have expectations.

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From the President's Shop

Hello all EAA 225'ers,

I am writing to you from an Amtrak train to NY city as all the flights out of Logan today are pretty much shut down. New York is only getting rain so my flight to cold and rainy London is still on schedule.

Well winter is fully upon us and when the wind calms down a bit I hope to finally get some ski flying done in the Taylorcraft. There is certainly no shortage of snow to ski fly on. Actually, right now we have too much snow. Even though I have the Alcan ski conversion to my Federal skis, the drag of the deep snow can require more than the 65 hp that the Taylorcraft has. It does help to have a lower pitched climb prop. At the slow speeds the normal cruise prop will not allow the prop to turn the engine at high enough rpm and you won't get even near the 65 hp. If you want to learn more about ski flying there is a great resource available online from the Alaska Airmen's Association. The website address is: http://www.aasfonline.org/uploads/5/1/9/2/5192988/ski_flying.pdf

Our normal meeting night of the second Tuesday will be the 10th of February. This will not be a BBQ meeting but we will have snacks and social time starting at 6:30PM. The meeting will start at 7PM. Our last meeting at Todd Scruton's house was supposed to be a combination business meeting but we spent all of the time inspecting his cool Zenith project. Therefore, this meeting will be our general business meeting with a short EAA Chapter Video Magazine to start the meeting. Please bring ideas or suggestions to make YOUR EAA chapter the best it can be. We have a lot of varied members and hopefully we can make our chapter all that you want it to be.

Lastly, our annual pot luck dinner/holiday meeting went very well. The FBO lounge was standing room only and lots of spouses and significant others attended. It was very enjoyable and I thank all that braved the winter weather. The meeting even included a Patriots' playoff game win on the pilot's lounge television!

Well that's all for now. Please coming to our business meeting on the 10th and make your EAA chapter all that it can be!

Happy Building and Safe Flying!
John Ricciotti



Five Tips from ATC *(continued from page 1)*

We know what ours are; What are their's? To find out, we asked a controller-friend working in an ARTCC in the Midwest U.S. to share with us his top five pet peeves. Here's what we learned.

Be Concise, Confident

Voice is the primary means with which pilots and ATC communicate. It's an imperfect technology, except when compared to all the others, although the day is coming when pilots and ATC will simply text each other. Until then, we're stuck using the existing VHF party line that is airborne communication. And, as with anything else, there are right and wrong ways to use it. Our ARTCC controller also agrees. "Anytime you push that PTT button and speak, you should already know exactly what you're about to say," he told us seeking clarification makes sense, according to our ARTCC controller: "But if you're not sure what to say or are confused, don't hesitate to ask for clarification. Controllers aren't cops, but they definitely want to make sure you got it right and will usually welcome the inquiry."

Readbacks, Callsigns

Any time the topic is communicating with ATC, issues with reading back clearances come up. When you spend any kind of time on a frequency, and it's again apparent that voice communication in a party-line environment leaves something to be desired. "If a controller gives you a command, don't abbreviate it any less than they did when they gave it to you. Everything is stated for a reason and we need to hear it all said back to us," the ARTCC controller reminded us. One solution comes courtesy of our ARTCC controller. "Also, don't forget to include the 'November' in your tail number, even if the controller abbreviates it to the last three digits. Many airlines have three digit flight numbers, and the 'November' helps separate you from them," he added.

Situational Awareness
On numerous occasions, we've seen ATC issue us revised routings designed to keep us away from jet traffic descending into or climbing away from a busy hub. For example, cruising north- or southbound at or between 10-15,000 feet msl southeast of CLT is busy airspace. From experience, we know similar conflicts exist at similar locations and altitudes near any Bravo airspace in the U.S. We usually don't like re-routings, but they're a fact of life. Even when—perhaps especially when—we're VFR, ATC doesn't like flibs to be there. We're relatively slow, unpredictable and can be very difficult for jet crews to spot, even with their TCAS equipment. "If you're flying within 50 miles of a major airport (ORD, DFW, JFK, etc.) and below 15,000, keep your head on a swivel and eyes out the window looking for traffic. Staying out of the Class B airspace keeps you safe of Tracon's traffic—mostly. But what many pilots don't consider is the arriving and departing aircraft transitioning between Tracon and Center," the ARTCC controller emphasized.

"These aircraft pass through arrival and departure 'gates' depicted on most terminal area charts. Whether you're IFR or VFR, those are busy places to be if you're just flying by."

VFR Flight Following?

One way to ensure we stay out of the way of faster-moving traffic, at least when the weather allows it, is to go VFR but with ATC-provided flight following. *(Continued on page 4)*

UPCOMING EAA WEBINARS

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

February 18 - 7 p.m. CST

[B-17: The Final Mission](#)

Presenter: Chris Henry

February 25 - 7 p.m. CST

[How to Successfully Build a Pietenpol Air Camper](#)

Presenter: Steve Williamson

March 4 - 8 p.m. CST

[Cam Distress](#)

FAA AMT & Wings Credit

Presenter: Mike Busch

March 11 - 7 p.m. CST

[Building and Flying the Zenith CH-750](#)

Presenter: Sebastien Heintz

March 18 - 7 p.m. CDT

[Mastering Radio Communications](#)

FAA Wings Credit

Presenter: Prof. H. Paul Shuch

March 25 - 7 p.m. CDT

[Vertical Power- The Benefits of Electronic Circuit Breakers](#)

FAA AMT Credit

Presenter: Chad Jensen

Five Tips from ATC *(continued from page 3)*

Such thinking is heretical to those who go anywhere, everywhere, anytime in the IFR system (you know who you are...) but can be a real time- and fuel-saver when weather and airspace considerations allow it. A widespread perception among pilots is that flight following isn't popular with controllers. Not so fast says our ARTCC controller. "Personally, I like it when I'm talking to the VFR aircraft that are in my airspace. There have been too many times where I have given airliners traffic calls for merging VFR aircraft that I have no idea what they're doing. At least if I'm talking to the VFR aircraft, I will have a general idea of their flight plan, and I can give them a traffic call so they are at least aware of the merging aircraft." Just remember flight following is and will always be a workload-permitting service ATC offers. Don't become dependent on it or complacent about nearby traffic. When it gets busy, ATC may or may not point out traffic conflicts for you. When it gets really busy, your service can be summarily terminated, leaving you no one to talk with even as you pedal full-speed toward active SUA or Bravo airspace.

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Five Tips from ATC (continued from page 4)

Listen First, Then talk

As noted earlier, the party-line atmosphere of ATC communications has numerous drawbacks. But it also has some benefits, not least of which is the ability to grab the big picture involving traffic, weather and other operational challenges. Coming onto a new frequency after a handoff is one occasion when it pays to listen first, then use your microphone. "We as controllers understand that flying in bumpy air is no fun for you pilots and we will do what we can to keep you out of any turbulence," our ARTCC source said. "If the frequency sounds busy, wait for a break in the chatter before asking for a current ride report. Sometimes while you wait you may even hear a relevant report given to another pilot along your route of flight, saving you a call." The same is true regarding re-routes, weather avoidance and other operational issues confronting crews aboard aircraft of all sizes.

Thanks to technologies like GPS and advanced electronic instrumentation replacing steam gauges, operating personal aircraft in today's IFR environment is arguably simpler and safer than ever before. Understanding how ATC works and what controllers expect goes a long way toward ensuring a smooth flight, with everyone on the same page throughout.

[The article here is courteous of AvWeb an online aviation news source. It is reprint here since we are within very few miles of ATC controlled airspace as a refresher on what to expect when you need to talk to ATC.]

HAPPY BUILDING & FLYING EVERYONE!

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