

# THE SEACOAST AIRFOIL

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Newsletter for  
members and  
friends of EAA  
Chapter 225.

1978 - 2014 ...

## EAA 225 Chapter Meeting at Southern Maine Aviation on

**EAA 225 Meeting in Sanford at Southern Maine Aviation. It all begins at 5:30 pm with socializing and snacks then the meeting follows around 6:00 pm or so. There will be plenty for all with our annual Aviation Scholarship award to a young fellow currently enrolled in the SMA flight school and a course in using the ForeFlight software program! For more info: Call (603) 781-6572**

### EAA Webinars

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions, chat, or be polled for their opinion.

**Registration is required, and space is limited.**

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit [www.faasafety.gov](http://www.faasafety.gov) for details. (See Page 4)

### MIT Survey Finds Pilots Like ADS-B Info

**November 5, 2014** - A survey conducted by the Massachusetts Institute of Technology (MIT) found that those who are using information sent up on the ADS-B "in" channel believe the traffic and weather information is useful as a safety aid and for in-flight planning. A total of 1,407 GA pilots responded to the survey conducted earlier this year by MIT's International Center for Air Transportation.

The survey found that 56 percent of the respondents had used the traffic and weather services of ADS-B "in." But only 28 percent had installed systems; the rest used a portable ADS-B "in" receiver.



## From the President's Shop

It's been 4 months since we last had a meeting in Sanford, Maine and our November meeting will be hosted by Southern Maine Aviation in Sanford. The November meeting will be held on Veterans Day (Tuesday, November 11th) and as a tribute to our veterans, they will eat our EAA 225 barbecue for free. I would like all our members, veteran or not, to invite a veteran to the meeting. We would like to thank them all for their service to our country. I will do my best to see if Mrs. Ricciotti can whip up a thai creation or two for them to enjoy!

We will start a little earlier than normal. Our BBQ will start at 5:30PM and the general meeting will start at 6:30PM. We are starting a little earlier so we can finish at 8:00PM in order for our hosts at Southern Maine Aviation to get home at a reasonable hour. We are very grateful for their hosting of our EAA chapter meetings.

Our last meeting recapped three different late summer fly-ins with a slide show presentation. We had to rush through the Brodhead, Wisconsin Midwest Antique Aircraft Fly-in so we will spend a little time reviewing some of the beautiful antiques present. The next part of our meeting will feature a presentation of our one-thousand dollar 2014 EAA225 Flight Scholarship recipient. Our scholarship committee of Dick Jackson, George May, Howard Moulton and Gerry Peterson have picked the recipient for this year.

The end of our meeting will be an interactive presentation of the ForeFlight navigation and flight planning app for the iPad and iPhone. If you have a iPad or iPhone please bring it with you. If you do not have ForeFlight installed on your device, you can download a one month subscription for free! You will enjoy the meeting much more if you can follow along and practice what we are doing. If you decide you won't have a need for ForeFlight, don't renew your free subscription once it runs out. If we have at least one iPad for every 2 people it will make it much more enjoyable for all. If you only have an iPhone and have limited memory, just download the app and the three states of Maine, New Hampshire and Massachusetts. All our planned flights can take place in those areas. One other item, if you are using the free version, you will only have charts when you are online. Don't worry, Southern Maine Aviation has a good wifi signal to keep the charts on your device.

It should be a fun meeting and we hope you can attend and bring a veteran (or a couple!) along. We look forward to seeing you all!

Happy building and safe flying, John Ricciotti  
EAA 225, Chapter President  
(603)781-6572



Wipaire, Inc. is pleased to announce that approval has been received for performance- and utility-enhancing modifications for the Cessna 182 Skylane. These modifications currently include the Boss 182, a Lycoming IO-580 engine conversion, and a gross weight increase to 3,500 lbs (1,587 kg) when on Wipline 3000 floats.

“Our goal for this project was to provide owners and pilots a more useful, better-performing airplane, and these modifications do just that,” stated Chuck Wiplinger, President and COO. “We like to say that these improvements are ‘the cure for the common Skylane.’”

The Boss 182, featuring a Lycoming IO-580 engine, produces 315 hp from the factory, making it the most powerful factory-new engine conversion available for 182 owners. Owners may elect to port and polish their engine for even more spirited performance. Dyno testing confirms that this can increase total output to 340 hp. The conversion is approved for the 182S and 182T models. The new carbon fiber composite Hartzell Trailblazer series propeller is standard equipment. A natural composite MT propeller is also available immediately, with other propeller options pending certification.



UPCOMING EAA WEBINARS

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

**November 5 - 8 p.m. CDT**

[A Mechanic's Liability](#)  
**FAA AMT & Wings Credit**  
Presenter: Mike Busch

**November 12 - 7 p.m. CDT**

[Fabric Covering With Poly-Fiber and Ceconite](#)  
**FAA AMT Credit**  
Presenter: Jon Goldenbaum

**November 19 - 7 p.m. CDT**

[Advanced Flying with ForeFlight Mobile](#)  
**FAA Wings Credit**  
Presenter: Eric Hake

**November 25 - 7 p.m. CDT**

[Additional Pilot Program for Flight Testing Experimental Aircraft](#)  
Presenter: Tom Charpentier

**December 3 - 8 p.m. CDT**

[Perils of Cylinder Work](#)  
**FAA AMT & Wings Credit**  
Presenter: Mike Busch

**December 10 - 7 p.m. CDT**

[Hints, Tricks and Tips to Building a Vans RV](#)  
**FAA AMT Credit**  
Presenter: Wally Anderson

**December 17 - 7 p.m. CDT**

[Chapter Chat: 7 Habits of Highly Effective Chapters](#)  
Presenter: EAA Chapter Manager

**Fly Young Eagles, Get \$2/Gallon Fuel Rebate**

Young Eagles presenting sponsor Phillips 66 provides EAA Young Eagles volunteer pilots with a \$2/gallon rebate when they use the Phillips 66 Aviation Personal Credit Card to fill up for Young Eagle flights. This offer is only available now until December 31, 2014. For more details on the rebate, please visit the [Phillips 66 website](#). Get more information on [flying Young Eagles at EAA.org](#).

(Continued from Page 1)

Pilots reported that the traffic advisories available on ADS-B were the most helpful information provided, and some even reported the traffic alerts had aided in avoiding a collision. But without an approved ADS-B “out” system installed in the airplane the traffic advisories are inconsistent and incomplete, and that was an issue.

Sixty percent of pilots flying with an installed ADS-B “out” system reported being “extremely” or “very” satisfied with the traffic advisories received on the “in” channel. Those pilots flying without the installed ADS-B “out” and using only a portable “in” receiver weren’t as happy with the traffic advisories with only 26 percent being satisfied.

Since the system was designed to function with participating airplanes having both ADS-B “out” and “in,” it’s not surprising there were gaps in traffic tracking coverage for those who flew with only a portable “in” receiver.

The survey found that about half of the pilots who have not yet flown with an ADS-B “in” receiver plan to do so in the future. However, 27 percent of respondents said they have a traffic advisory system (TAS) installed that already does a good job of alerting them to conflicts. Of course many pilots also have subscription-based satellite weather available in the cockpit.

There is no requirement to install ADS-B “in,” only the “out” system which broadcast aircraft position, altitude, velocity, and other data. Any airplane that now flies where a Mode C transponder is required will need to have an installed and FAA approved ADS-B “out” system by the end of 2019 to continue to fly in that same airspace.

### Chapter Officers - 2013-2014

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