

(WING-TIPS)

The Official Monthly Electronic Newsletter of the
Southern Nevada EAA Chapter 1300

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Next Meeting Location:

The next meeting will be at the HND Airport Terminal at 7:30 PM on Wednesday, May 12th, 2010. Please join us for our informal dinner before the meeting at the Landings Restaurant in the terminal at 6:00PM, or when you can make it!

2010 Officers and Directors:

President:	Roger Hansen
Vice President:	Terry Frazier
Secretary:	Sebastian (Seb) Trost
Treasurer:	Brian Prinzavalli
Director:	Dean Herrington
Director:	Kathleen Jones
Director:	Randy Holland

Presidents Corner

April was a great month for attendance and we added a few new and gained back a couple more previous members. Hopefully we can keep up the enthusiasm for attendance.

May's program will be a presentation by Richard Coe who is the General Manager of Mojave Aviation. Rich is going to tell us about the Remos LSA's they have for sale and available flight training. I understand that Richard has offered any of the club members a demo ride in the new Remos G-3. Any takers out there?

June's program is scheduled to demonstrate our newly acquired scales. Dean Herrington has volunteered to weigh his Glastar. Any guess on the how much. We'll get Dean to state what he thinks it weighs and then we'll see how close he it.

By the way, our first official weighing with the scales was at Mesquite when we flew 44 kids. One of the scales came in handy as it was placed right in front of the registration desk where Gail Smith could read the weight.

The orders for the TechSoup software have been submitted and should be received shortly. Terry Frazier will call you or make it available at the next meeting.

Speaking of meeting, I will be absent from the next couple of meetings as I will be attending to a family situation where my daughter is having a difficult pregnancy and I have been recruited for chauffer duty for her and the grandkids. Tough duty, (not really) but someone has to do it. In the meantime, I'll leave Chapter matters in Terry's capable hands. Hope to see you in July.

Join us for dinner at 6:00 PM upstairs at the Landings. All are welcome for pre-meeting "hangar flying". See you on the 12th at 7:30 PM.

Roger Hansen
President, EAA 1300

EAA Chapter 1300 Meeting Minutes April 14th, 2010

Called to order at 7:35PM by President Roger Hansen

Presentation

Mike Kennedy, NOAA / NWS Las Vegas Office

Mike reviewed the organization and operations of the Las Vegas National Weather Service Office, a division of the NOAA. His presentation focused on the upcoming efforts to improve the quality and resolution of the Terminal Area Forecasts produced by his organization. Starting in 2013 and continuing through 2025, they will be increasing the number of forecasts from 23 per day to 230,000 per day increasing the resolution covering the Las Vegas valley to a 2.5 km grid with 64 layers with each block forecast for every hour over the upcoming 8 days. Their goal is to improve the reliability and resolution of their weather forecasts for the most active terminal areas across the nation. Mike provided his email (mike.kennedy@noaa.gov) and invited any additional questions from our club.

Guests

We had several guests who attended in response to our membership drive efforts including:

Tim Pool, Private Pilot since '95, A&P, Military Ret. 2 yrs

Grant Klein, A&P, IA, pilots Cessna 170, Luscombe 8A

Rich Moynihan, TR182, Building an RV7A

Larl Harded, Ex Air Force, Flying B52s, and UAL 747s with 25,000 hours.

Mikke Piontek, A&P, IA

Joe Lavrie

Please forgive me if I missed anyone, or erred with their backgrounds.

New Members

Bob McKenna – sim instructor and various other flying

Dick McEwen –joined again after several years

50/50 drawing

New Member Bob McKenna won \$ 45.00

Treasurer's Report – by Brian Prinzavalli

Begining Balance \$2768.34

Income: \$684.85

Expenses: None

Scales: check to be determined.

End Balance \$3453.19

Ralph Millard motion to accept, Dean Herrington to second - Passed

Minutes from last meeting

Motion to approve - Mike Smith 2nd - Ralph Millard - passed

Old Business-

Membership drive – Several guests attended not all numbers have been called.

May 15th Open House at Henderson Airport – Approved by County

Major support from Monarch Sky and Mojave Aviation

Hangar(s) basically committed thru Ribeiro

CCAA will be supporting

Monarch Sky will conduct a free raffle for a Light Sport license +- \$4,000 Value!

Several advertising possibilities under investigation. Discussion.

Clark County DOA approval has been received.

Scales

The Aircraft Scales were purchased and received. Roger demonstrated their basic operation. Discussion was had as to whether we would have a program of regular certification for the scales. The consensus was that since regular certification was not required for experimental / amateur built aircraft, and since the solid state strain gauge technology was so repeatable and accurate, that we would not complete any formal calibration or certification process at this time. A future meeting will demonstrate their use for W&B of aircraft. Roger made a motion to charge \$50 for non-members use of scales and \$25 for members use. Non-members use will be supervised by a trained member. A Checkout Process will be developed with a deposit check (????) to be returned uncashed when the scales are returned. The motion was discussed and seconded from the floor. The motion passed by voice vote. A future meeting will be arranged to demonstrate the use of the scales.

Tech Soup

List of software that members most likely to be interested in for club use / support was provided by hard copy to the membership in attendance. Any final member requests are to fill out the form and return to Terry. Terry will order based on requests submitted in the next two or three days.

Members tool library

Still have a placeholder on the web

If you have a tool for the list, send an e-mail to Randy with info and contacts

Young Eagles at Mesquite – April 17th

Six planes committed, and arrangements have been made. Ralph has insurance certificate. Ercoupe club will provide lunch, and discounted hotel rooms at Virgin River Casino. Any additional planes welcome to attend. Contact Mike Smith or Terry Frazier.

New Business-

EAA National is looking for donations to keep the B17 Flight program going. See the EAA website for more information.

Adjourned at 9:30PM

Submitted by Terry Frazier for Seb Trost, Secretary

Webpage Material:

Everyone is encouraged to submit material, information, or pictures of interest for publication on the Chapter's Webpage. Send whatever you have to Randy Holland, webmaster (randy@randyandrachael.com). The chapter webpage URL is <http://www.eaa1300.org>. Be sure to update any bookmarks.

Notes from the Newsletter Editor:

I'm going to try to add some more content to our newsletter from EAA National, other newsletters, or the Web as I find it. Please let me know how you like what I put in, or give me suggestions for what you like to see. Thanks!

Seb Trost

Air Traffic Control: Friend or Foe?

By Jim Wolper, EAA Chapter 407, Idaho Falls, ID

I was chatting with a chapter member about a recent trip. He told me that the hardest part of the trip had been flying through the airspace around Salt Lake City International

Airport. He sore that he would never ask for flight following again: “The kept sending me to all kinds of places where I didn’t want to go.”

Air Traffic Control (ATC) provides flight following: (technically, radar traffic advisories) at the cost of some convenience; in the end, do they help or hinder the VFR pilot? He says they hinder; I say they help. Let’s see why I think the way I do.

First, why does ATC reroute us? The answer is pretty simple: they are shooting big fast airplanes into the sky, and they don’t want to hit us. Salt Lake International averages almost 1200 flights a day, and at the busy times they have more than on IFR airplane taking off every minute. They also have F-16s and other military airplanes headed in and out of Hill Air Force Base. This is a flak barrage for any airplane passing through the area. So, the controllers ask VFR airplanes to move for their own good.

You can legally go through the area at 10,500 MSL without talking to ATC (as long as you have a working Mode C transponder), but you might as well wander through a mine field. Airplanes arriving at SLC are at 11,000; airplanes leaving SLC are at 10,000; at 10,500, you are squeezed in between them like a Taylorcraft sandwich.

So, your reward for getting flight following and squaking the code and holding altitude and holding heading and accepting a minor reroute is that ATC won’t shoot any 106.00-calibre bullets at you (that’s the fuselage diameter of a SkyWest RJ). When the controllers point out the heavy jet indicating 300 knots that will pass 500 feet above you, or the trio of F-16s that will pass 500 feet below, you get a free air show instead of a scare.

Another reason to accept the reroute is that it is not that bad. A perpendicular diversion of 37 miles only adds one mile to a 700 mil trip! So you might as well enjoy the sightseeing and the free air show. You can reduce this even more if you know where ATC likes to send VFR airplanes (for example, Mountain east of Salt Lake City), and aim for that from the beginning.

Sometimes ATC provides shortcuts. Las Vegas has complicated airspace, and several times I have had controllers suggest a shortcut that I did not think would be available. I came out ahead with flight following.

Flight following is the biggest help when you need it the most, that is, when you have a problem. ATC can help you find the nearest airport, and coordinate rescue efforts. You will also hear about weather problems, temporary flight restrictions, or other factors affecting your flight right away.

Some pilots don’t like talking on the radio. The advantage of flight following may make it worth the effort to improve. The Aeronautical Information Manual (AIM) has all the rules, but the first rule is to listen before you talk, so you have a sense of what is going on. Your first call should say who you are calling, who you are, where you are, and what you want: “Salt Lake Center, Archer 8256X, 20 north of Malad, request flight

following.” After that, listen to what the controller asks you to do. This can range from something simple like “Say altitude” to something more complex like “Maintain 8 thousand while in Class Bravo airspace.” Controllers always say things exactly the same way, so once you have gone through the drill once or twice you will know what to expect. Talking to someone who has done it can also make it easier. And, you can listen to ATC during your local flying (128.35 is the frequency in our area).

The worst thing that you can do on the radio is get angry. It is perfectly OK, and even expected, to question a controller’s request, if you have a good reason. What’s a good reason? If they steer you toward the mountains at an uncomfortably low altitude, you should ask about it. Or if they give you a heading into a cloud (VFR), you should politely tell them; they will make another plan. Just say “Approach, 56X, we won’t be able to stay VFR on this heading.” Nothing fancy; just be clear and concise.

And don’t think that you are bothering anybody by asking. Controllers get their satisfaction from talking with pilots and helping them on their way. They WANT to talk with you. So give them a call...