

EAA Chapter 442 July 2014 Propwash

EAA 442 Chapter Officers:

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The chapter webpage is: <http://www.eaa442.com/> or <http://www.eaa442.org>

Facebook Page. If you go to our Facebook page, Like it so it will grow in popularity.

Minutes of the July 2014 Chapter meeting:

Members present 15, and 4 guests.

Treasurer's Report:

Balance \$1,183.58 as of 07/25/14 in the checking account. Chk#1057 \$65.84, Interest \$.05.

Motion to accept, Ed Martin, 2nd Larry Murphy.

Chapter Membership Renewal Time:

Total paid members for 2014: 18 Jeff Hesoun, Sam Kite, Charles Boykin, Mike Caswell, John Coley, Ben Elkins, Donnie Mullins, RC Burchett, Barry Campbell, & Bruce Campbell, Terry Burchett, Mike Hathaway, Mike Hughes, Brian Liley, Mahlon Tenney, Ed Martin, Dave Waldo, Dennis Triplett.

Please see the membership form on the last page.

Membership in the chapter is on a calendar year basis and all members should renew their membership at the first of the year. Each chapter member must be a member of the national EAA as well. Annual dues are [only](#) \$20.00, and are tax deductible. You may renew your membership by completing the renewal form on our web site and sending the dues and your national EAA member number and expiration date to Barry Campbell, 167 Country Estates Drive, Rogersville, TN 37857 or you may pay Barry at the next chapter meeting.

Secretary's Report:

Minutes read as distributed.

Motion to accept, Dave Waldo, 2nd Ed Martin.

Young eagles Report:

Bruce discussed the need to plan our next event and after discussion, we decided on **September 27th**. This will be in lieu of our regular meeting, Mike Caswell will have a sign-up sheet for the next meeting.

Technical Counselors Report:

Jim Summers, working on an engine.

Old Business:

Mike Caswell spoke about the fuel status.

New Business:

Ed Martin asked about doing fly outs, and a discussion ensued. I said that I would prepare a list of airports/restaurants within one hour flight time.

Program:

None

A Message from the Editor

Hi **Everyone**,

If you are working on a project, doing repairs take a picture, and send me a short blurb about it. A lot of you take short trips out and about to small airstrips, to lunch stops, and airplane museums. We would like to hear about it and share your story. Also if you hear of an event that is not listed in the newsletter or our web site, please email me with the information. This is “**your**” chapter newsletter, and thanks to those who have sent me material. As you read the articles in this newsletter you can appreciate the articles by fellow members. It sure makes reading the newsletter a better experience for us all.

This Newsletter includes the following Articles:

From Dave Jones: Airspace change for TRI.

FAA Notice Number: NOTC5435.

FAA Notice Number: NOTC5469.

Ipads: by Barry Campbell

Calendar of Events

**EAA 442 Chapter meetings the next meeting Saturday August 30th 2014 at 12:30pm,
Lunch available at 12pm, RVN.**

Fly in or drive in, be there or be -----.

Members are encouraged to bring a desert and a friend.

AUGUST 16 ----- ABINGDON, VA
VIRGINIA HIGHLANDS AIRPORT (KVJI) - THIRD SATURDAY FLY-IN
276-451-0887 – A TIME TO SUPPORT LOCAL GENERAL AVIATION

SEPTEMBER 20 ----- ABINGDON, VA
VIRGINIA HIGHLANDS AIRPORT (KVJI) - THIRD SATURDAY FLY-IN
276-451-0887 – A TIME TO SUPPORT LOCAL GENERAL AVIATION

OCTOBER 4 ----- FREDRICK, MD
AOPA 75TH ANNIVERSARY HOMECOMING
FREDRICK MUNICIPAL AIRPORT (FDK) – 800-872-2672 – AOPA.ORG

OCTOBER 18 ----- ABINGDON, VA
VIRGINIA HIGHLANDS AIRPORT (KVJI) - THIRD SATURDAY FLY-IN
276-451-0887 – A TIME TO SUPPORT LOCAL GENERAL AVIATION

From EMAILS:

From Dave Jones: Airspace change for TRI.

The airspace change for Tri-Cities becomes effective July 24.

The docket number is 130ASO-21, and can be found in

<http://www.regulations.gov/#!/home>.

New FAA Safety Briefing Available

Notice Number: NOTC5435

Federal Aviation Administration hangar policy.

The July/August 2014 issue of *FAA Safety Briefing* focuses on Flying Companions. In this issue we look to provide a basic guide for friends and loved ones who join us in the air or might have an interest in doing so. In addition, you can learn about the current state of ADS-B and where it's going in the future.

The issue is available online at: http://www.faa.gov/news/safety_briefing/

Produced by the editors, *FAA Safety Briefing*,

http://www.faa.gov/news/safety_briefing/

Address questions or comments to: <mailto:SafetyBriefing@faa.gov>.

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FAA Safety Team | Safer Skies Through Education

What you should know about "Climb Via"

Notice Number: NOTC5469

On April 3, 2014, the FAA changed ATC phraseology and procedures associated with Standard Instrument Departure (SID) clearances. The new key phrase is "climb via," which is closely related to the long-standing "descend via" phraseology used in Standard Terminal Arrival (STAR) clearances.

Misunderstanding of the new "climb via" SID phraseology caused the filing of numerous pilot deviation reports. Some of these deviations resulted in less than standard aircraft separation. It is the pilot-in-command's (PIC) responsibility to ensure compliance with an ATC clearance. For "climb via" clearances, remember the following:

- Top Altitude: Prior to takeoff, pilots must identify the appropriate initial altitude to maintain as described on the SID chart or assigned by ATC. This altitude should not be confused with altitude restrictions or expected final altitude.
- Correct phraseology is imperative. Comply with proper "climb via" phraseology on initial climb out radio transmissions to ATC. Phrases such as "on the" or "climbing on" a procedure are not appropriate and can create confusion and additional ATC workload to verify the clearance that was issued to the pilot by the previous controller.
- Pilots are required to respond to climb or descend via clearances by repeating the "climb/descend via" clearance verbatim. Abbreviated read backs can result in controllers repeating instructions until pilots give verbatim read back of the clearance.
- When subsequently changing frequency pilots must advise ATC on initial contact of current altitude, "climbing via/descending via" with the procedure name, and runway transitions, if assigned.
- If assigned an altitude or speed not contained on the procedure, advise ATC of restrictions issued by a previous controller.

For more information visit the links below:

- [FAA Video Tutorial: Climb/Descend Via](#)
- [FAA Information for Operators \(Info\) 14003 \(PDF\)](#)
- [FAA "Climb Via"/Descend Via Speed Clearances Frequently Asked Questions \(pdf\)](#)
- [FAA Notices to Airmen: Climb/Descend Via and Speed Adjustment Clearances \(PDF\)](#)

The Federal Aviation Administration is proposing a policy that will more clearly define how airport hangars can be used. The policy allows storage and placement of a reasonable amount of non-aeronautical items -- like those needed to build an airplane from scratch -- in airport hangars, as long as they do not interfere with aviation. Doug Macnair of the Experimental Aircraft Association said the policy actually protects the homebuilt aircraft community for the first time. [AOPA Online](#) (7/24), [AVweb](#) (8/4)

Ipads my personal experience: by Barry Campbell

I bought an Ipad mini a few months ago, like many to use primarily while flying. I also took a subscription to Foreflight. My Brother Bruce has a regular size Ipad, and we use them together while sitting on his deck, checking emails, playing games and the usual stuff you would do. I found that I use it more for that than the flying, and have also noticed that mine does not last nearly as long on battery as my Brother's! I carry a cord with me and have to plug it in while he can keep on working/playing both at home or on the road. I have a cradle for the airplane, but it seems to block my view if I use the suction mount no matter where it is, oh the hardships!



So, in retrospect, I would have bought the regular size. It is easier to see or read, the battery is better and the games look better. While I have not weighed them, they seem almost the same.