

Experimental Aircraft Association



Chapter 23



Salt Lake City, Utah

JULY 2009 NEWSLETTER

Minutes of Last Meeting

Saturday 13th June – The chapter meeting included a great presentation by Duane Woolsey, was followed by a barbecue lunch.

Next Meetings

July – No Chapter Meeting

Friday, 7th August @ 6:00 P.M is the annual catered BBQ.

It will be held at Bill & Dana Letcher's hangar 1983 Thunderbird Dr. #B, at the Bountiful Skypark Airport. The dinner is provided by Joe Morley's BBQ:

Cost is \$10/person

The menu is:

Sliced Smoked Beef sandwiches

Baked Beans

Cole Slaw

Potato Salad

Mud Pie

Drink

RSVP to Chris or Connie Cosman no later than August 1, 2009 for a final count. 801-455-5755 crc91@comcast.net.

Please do not wait to RSVP.

Saturday, 12th September - Open House of projects at everyone's Hanger at Skypark.

Saturday, 10th September – Regular Chapter Meeting

Upcoming Events

- **Air Academy**

Basic Camp - Ages 14 – 15

Session 2: July 6 – July 11, 2009

Session 3: July 13 – July 18, 2009

Fee: \$875 for non-EAA members

Fee: \$800 for EAA member, or member in family.

Advanced Camp - Ages 16, 17 and 18

Session 1: July 21 – 29, 2009

Session 2: July 31 - August 8, 2009

Fee: \$1,075 for non-EAA member

Fee: \$1,000 for EAA member, or member in family.

Applications and scholarship information:

www.young eagles.org/programs/airacademy/

- **July 8th - 12th - Northwest EAA Fly-In**
For info see www.nweaa.org
- **July 16th - 18th – Confederate Airforce B17**
Their B17 will be in Wendover. And don't forget the Jet Blast event.
- **July 27th - August 2nd – AirVenture**
For info see www.airventure.org
- **August 22nd & 23rd Rocky Mountain Regional Fly-In**
For info see www.rmrfi.org
- **August 29th - Thunder Over The Coconino Fly – In,**
Saturday 8:00am - 4:00pm Grand Canyon Valle Airport, 40G (just 25 miles south of Grand Canyon!), \$10.00 per plane (Includes entrance fee for Planes of Fame Museum), contact Norm Gobeil at 928-635-5280 or info@valleairport.com, more info at www.valleairport.com.
- **Sept 25th-26th – Wendover Airshow**
Volunteers needed to help with airplane parking. Join the list of experimentals for display. Contact Doug Benson 801-255-0954, or Glen Olsen 801-943-2931.
- **October 22nd - 25th - Copperstate EAA Regional Fly-In**
For info see www.copperstate.org

Articles

President's letter

There is no meeting in July. There is a newsletter anyway.

Due to weather Dana and I haven't done much flying in June. We were going to the air show in Rexberg, ID. On June 20th but got weathered out again. Seems all of our plans in June have been rained out. The weather at Rexberg was OK it was just getting there and back that prevented us from going.

The meeting in June and hamburgers after went well. We broke even on that one. We discovered our home grill isn't big enough to handle the demand for cooking that many burgers and dogs at a time. The chapter might have to buy one of it's own. We will look around for one.

The next meeting will be the catered dinner in August. It will be Friday, August 7th starting at 6:00 PM at our hanger. The cost will be \$10.00 per person (chapter 23 will pick up the

rest) and will need to be RSVP'd to Chris Cossman. Dana and I may not be there as we already have plans for that week.

September will be the open house at Sky Park where we get to look at the projects going on at the airport. We used to do #2 in Aug, but with all the security there, it is too difficult to get in. "I feel so much safer because of it don't you"?

The next regular meeting scheduled is for October on the second Saturday. It will most likely be another hamburger meeting. We will let you know when it gets a little closer to meeting time.

Bill

How To Obtain A Good Weather Briefing

From a handout of the Federal Aviation Administration (FAA)

Just like everything in life, practice makes perfect, or nearly so. So, practice getting a weather briefing and after just a few sessions you will be like an old pro, and know how to get a quality weather briefing. [Ed. Note: When used in this document the generic terms "Flight Service" and "Flight Service Station" should be construed to include both Automated Flight Service Stations (AFSS) and non-consolidated Flight Service Stations (FSS). Flight Service should not be confused with "Flight Watch" which is a pseudonym for the En Route Flight Advisory Service (EFAS).]

The "Anatomy" Of A Good Weather Briefing.

A good weather briefing begins with developing a total awareness of the overall "big picture" prior to obtaining a detailed or standard briefing. Many pilots start by monitoring weather patterns through commercial television or TV's The Weather Channel several days before the flight. The day or evening before the flight, pilots may wish to obtain an outlook briefing from Flight Service, or electronically from a Direct User Access Terminal (DUAT) vendor, or downloading weather and forecast charts from the Internet. (When using DUATs don't hesitate to contact Flight Service to clarify any information you do not fully understand.) As close to departure time as possible call Flight Service or log on to DUATs for a standard briefing. (Of course, you can access high-quality weather products on the Internet or other sources, but first make sure that the menu of products are suitable for aviation use, and the products are current.) If a standard briefing was obtained several hours prior to the flight or when the weather is questionable, it is a good practice to call a Flight Service Station for an abbreviated briefing just prior to takeoff.

The FAA has established a universal toll-free telephone number for Flight Service Stations: 1-800 WX BRIEF (1-800-992-7433). Prior to contacting Flight Service you should have the general route-of-flight worked out. When you reach Flight Service, you will be answered by a recorded announcement, followed by instructions for both touch-tone and rotary dial telephone users. Touch-tone users can elect to speak with a briefer, listen to any of the direct-access services, or select a menu which identifies those services and their Associated codes. The direct-access services are Telephone Information Briefing Service (TIBS) for weather and aeronautical information, and

"fastfile" for flight plan filing. If you are using a rotary dial or pulse-tone equipped Telephone, you will be switched automatically to a briefer, who will provide the information desired; or if requested, connect you to one of the direct-access services.

To help the briefer provide you with the best service, state your request (i.e., request: a standard, abbreviated, or outlook briefing; or to file a flight plan). So that your briefing can be tailored to your needs, provide the briefer with the following "background information":

- Your qualifications (e.g., student, private, or commercial pilot, and if instrument rated),
- The type of flight planned (e.g., VFR or IFR),
- The aircraft's N-number or Pilot's name,
- The aircraft type,
- Departure point,
- Estimated time of departure,
- Proposed flight altitude(s),
- Proposed route-of-flight, if other than direct; specify any landing en route,
- Destination, and
- Estimated time en route.

Ask the briefer to provide a standard briefing. This briefing will follow specific procedures and use standard phraseology developed by FAA flight services personnel. The briefer will first advise you of any adverse conditions along your proposed route of flight. When a VFR flight is proposed, and actual or forecast conditions make VFR flight questionable, the briefer will describe the conditions and may advise you that "VFR flight (is) not recommended." If this occurs you are still entitled to a complete briefing; however, if you feel that the weather conditions are beyond your capabilities (or that of your aircraft or equipment), you should consider terminating the briefing (and your flight). This will free the briefer to handle other incoming calls. Just because the briefer does not issue this statement does not necessarily guarantee a flight free from adverse weather effects. Phenomena such as thunderstorms, turbulence, mountain obscurations, and strong winds do not, in and of themselves, warrant this statement. Only you as pilot-in-command know your own capabilities and limitations. Briefers will typically summarize weather reports and forecasts, unless you specifically request that they be read verbatim. Try not to interrupt the briefer unless the briefer is speaking too fast. At the conclusion of the briefing ask for any additional information you may require, or for clarification of any point you do not completely understand. The amount of detail in your weather briefing will depend upon the complexity of the weather situation. It is both your responsibility and prerogative as a pilot to obtain a standard briefing.

Standard Briefing.

The standard preflight briefing will include the following elements:

- Adverse Conditions: Significant meteorological information that might influence you, the pilot, to alter your proposed

route-of-flight, or even cancel your planned flight entirely (e.g., thunderstorms, icing, turbulence, low ceilings or visibility);

- Synopsis: A brief statement as to the cause of the weather (e.g., fronts or pressure systems) which are pertinent to your proposed route-of-flight;
- Current Conditions: When your proposed time of departure is within two hours, a summary of the current weather, including Pilot Weather Reports (PIREPs) and radar weather information applicable to your planned flight;
- En Route Forecast: The briefer will summarize the forecast Conditions (unless requested to read the forecasts verbatim) along your proposed route in a logical order (i.e., climb- out, en route, and descent);
- Destination Forecast: The destination forecast for your planned ETA will be provided, including any significant changes expected within one hour of your planned time-of arrival;
- Winds Aloft: The briefer will summarize forecast winds aloft for the proposed route. Temperature information will be provided on request; and
- Notice to Airmen (NOTAMs): "Current" NOTAMs pertinent to your proposed route of flight will be provided. However, information on Global Positioning System (GPS) outages, Long Range Navigation (LORAN), and military training routes and areas (e.g., Military Training Routes (MTRs) and Military Operations Areas (MOAs)), along with PUBLISHED NOTAMs must be specifically requested. (When requesting the status of MTRs and MOAs please provide the briefer with the route number identifier or MOA name.) It is always good judgment to inquire whether the briefer has access to all military activity along your proposed route, or whether you will also need to contact another Flight Service Station (on standard FSS radio frequencies) along your route-of-flight to check on the activity and status of designated military areas.

Abbreviated Briefing.

Request an Abbreviated Briefing when you need information to supplement other electronically acquired data (e.g., TIBS or DUATs), update a previous briefing, or when you need only one or two specific items. Provide the briefer with appropriate background information, the time you received the previous information, and the specific items needed. You should indicate the source of the information already received so that the briefer can limit the briefing to the information that you have not received, and provide appreciable changes in meteorological conditions or aeronautical information since your previous briefing. To the extent possible, the briefer will provide the information in the sequence used in a Standard Briefing. If you request only one or two specific items, the briefer is required to advise you if adverse conditions are present or forecast. Details on these conditions will be provided at your request. Often, and especially when doing local flying, you may want to update the weather at a specific airport. You can do this by directly dialing an automated weather system, if available, at that airport. (A more detailed description of automated observing systems can be found in the Aeronautical Information Manual Para. 7-1-10, page 7-1-9.)

Outlook Briefing.

You should request an Outlook Briefing whenever your proposed time of departure is six or more hours in the future. In this case, the briefer will provide you with available forecast data applicable to your proposed departure time. This type of briefing is provided for planning purposes only. You should obtain a Standard Briefing as close to departure as possible in order to obtain the latest current conditions, forecasts, and NOTAMs. Often, graphical weather depiction's obtained through DUATs or the Internet can provide excellent trend information and so may be used accordingly.

Inflight Briefing.

If at all possible, obtain a preflight briefing by telephone or by electronic means prior to departure. In cases when you are already in flight and you need to obtain a standard briefing or update a previous briefing inflight, you should contact Flight Watch. After contact, you should advise the specialist of the type of briefing you require and provide appropriate background information. You will then be provided information as specified in the above paragraphs, depending on the type of briefing requested. The FLIGHT WATCH service is not meant to provide you with a full standard briefing. Rather, rely on FLIGHT WATCH to provide you with the most current en route weather. And when using FLIGHT WATCH, always give a PIREP so other pilots may benefit from your reports of the weather, ride, etc.

Inflight Data Linked Weather.

Technology advancements now allow suitably equipped aircraft to receive textual and graphical data linked weather products and other information. However, just like weather information received over the Internet, it is imperative (and even more so in-flight) that the pilot use the most current information, not out-of-date or invalid weather products. Also remember while airborne, to judiciously spread your time between "head in the cockpit" and "outside" watching for other traffic. That is good judgment!

Classifieds (usually run for 2 newsletters)

July Ads

June Ads

Various Items for Sale

Although I'm no longer active in the aviation scene, I still have some materials and tools that are no longer needed. They include:

- * ICOM IC-A22 Handheld Transceiver
- * Peltor 7004 Headset
- * Jeppesen Kneeboard
- * and lots of tools If you are starting a construction project, send me your email address and I'll return a full list of the rest of the stuff.

Charles Keller 801-467-3960 clkeller@utahweb.com

Chapter Officers

President

Bill Letcher 949-8601 wletcher@msn.com

Vice President

Doug Benson 255-0954 victoryroll1@msn.com

Secretary

Chris Cosman 455-5655 ccosman@comcast.net

Treasurer

Connie Cosman 455-5755 crc91@comcast.net

Membership

(vacant)

EAA Flying Start

Carl Wengle 571-6002

Flight Advisors

Norm Anderson 801-967-2222 norm@wings1.net

Doug Benson 255-0954

Hall of Fame

(vacant)

Librarian

(vacant)

Program

Glen Olsen 943-2931 acroduster2@hotmail.com

Shane Rosanova 451-2127 roundengines@yahoo.com

EAA Young Eagles Coordinator

Mike Guarino 801-571-8498 or 232-3430

Assistant Coordinators

Quinn Spencer 801-282-5071

Shane Rosanova 801-451-2127 roundengines@yahoo.com

Safety Officer

Steve Darton 801-971-1009

Merchandise Sales

Mark Leloudis 801-298-4300

Technical Counselors

Cory Bagley 801-277-0609

Mike Cosman 801-254-7310

Glen Olsen 801-943-2931

Danny Sorensen 801-295-6888

Web Master

Norm Anderson 801-967-2222 norm@wings1.net

Newsletter Editor

Tim Maher 801-927-7765 trmaher@gmail.com

Reporting

Terry Riedel 298-5213

Don Brock 968-1509

Shane Rosanova 451-2127

roundengines@yahoo.com

CREDITS

Thanks to our webpage sponsor:

Cyberwire Full Web Services

Telephone SLC 801-446-1220

Outside SLC 866-446-1220

www.cyber-wire.com