



Chapter 402 Meeting Dates and Locations

Chapter 402 meets on the 3rd Tuesday evening of each month at 7:00 pm at the Clubhouse.

- December 16, 2008:
EAA Chapter 402 Holiday Dinner will be held at Stacey’s Buffet in Heath; dinner will be at 6:00 followed by a short meeting and awards presentation.
- January 20, 2009:
EAA Chapter 402 Clubhouse, 520 Heath Road, Heath

In this Issue	Page
Fly-Outs	2
Meeting Minutes	3
Officers.....	4

The December 16th meeting will be a holiday dinner at Stacey’s Buffet in Heath.

Please make plans to attend!



Happy Holidays

Happy holidays to all Chapter 402 members and their families!

Please join us for our final 2008 gathering at Stacey’s in Heath; Tuesday, December 16th at 6:00 pm.

Purchase a 50/50 ticket and you’ll be eligible for one of several door prizes.

Bring a gift wrapped and labeled male or female for the “Dirty Santa” gift exchange.

Chapter Member Andrew Snedden Embodies the True Spirit of Experimental Aviation!

At the EAA Chapter 402 November meeting, Andy shared his progress on the M7 Ultralight. Previously he showed a video of its success maiden voyage. Snedden has designed, built, and flown this completely new aircraft entirely on his own.

Information at his website states: “The Snedden M7 is a new type of fixed wing ultralight aircraft that is more exciting, powerful, stronger and safer and is equipped with a new type of people-friendly control system. The Snedden M7 is truly the ultralight reinvented with many new features, concepts

and look that defy comparison to any other aircraft or ultralight vehicle. The M7 ultralight is now undergoing flight tests. This revolutionary new ultimate thrill machine has a 3-second ground roll, awesome climb angle, high maneuverability and controllable straight ahead stall characteristics with no tendency for wing drop. People fly for fun and the Snedden M7 is number one!”

If you have not seen his accomplishment, please check out his website at www.sneddenM7.com.

Congratulations Andy!

Heart of Ohio Fly-Outs

Fly-outs are the 1st Sunday and 3rd Saturday of each month, and usually depart from Newark/Heath Airport (VTA) at 8:00 am unless otherwise indicated below.

Destinations and schedules are subject to change due to the weather. Contact Rollie Bailey, Fly-out coordinator, for more information. (740-366-3404)

- December 20th (third Saturday) we will depart (VTA) @ 8:00 am for breakfast at Urbana (I74).
- January 4th (first Sunday) we will depart (VTA) @ 10:00 am for Sunday Brunch Buffet in Butler, PA, (BTP) at The Runway Restaurant.
- January 17th (third Saturday) we will depart (VTA) @ 8:30 am for breakfast at Salem Airpark (38D).

Come Fly With Chapter 402!



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 swore that he would never ask for flight following again: "They 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 one 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 mile 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

continued on page 3

Minutes—November 18, 2008 EAA 402 Meeting

continued from page 2

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.

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...

Note: The above article is from the EAA Chapter Resources site. –wh

The meeting, held at the chapter clubhouse, 520 Heath Road, Heath, Ohio, was called to order at 7:00 pm by President Michael Harris. There were seventeen members and four visitors present. The meeting was opened with the Pledge of Allegiance to the Flag.

Michael welcomed members and visitors. Visitors were Jim Lemley, Cathy Rhoads, Malcolm McFadden and Lynn Hanover.

Secretary’s Report: The minutes of the October meeting were accepted as published in the November newsletter. Motion to accept was made by Rollie Bailey, seconded by Bob Marriott and passed by the members.

Treasurer’s Report: Treasurer Dan Robins submitted the report. Balance \$2081.56, including YE reserve of \$160.24. Dan explained that there was a \$25 donation from “Dream Big Flyers.” This is the printed T-shirt business operated by the Hitchens. Motion to accept the report was made by Ralph Brandon, seconded by Dale Ratcliff and passed by the members.

Utility Fund: Michael reminded all that the treasurer will take over the fund. The balance is still \$417.18.

Old Business:

- Bull horn—Jesse Ours has one lined up and is waiting on a price.
- Nominations for Officers for 2009 were re-opened.
 - For President—no additional nominations. Michael Harris is the lone nominee.
 - For Vice President—no additional nominations. Rollie Bailey is the lone nominee.
 - For Treasurer—Dan Robins was nominated and accepted. Dale Ratcliff withdrew his nomination leaving Dan the lone nominee.
 - For Secretary—no additional nominations. Tom McFadden is the lone nominee.
 - Jesse Ours moved the nominations be closed. The motion was seconded by Rollie Bailey. The nominees were elected by acclamation.
- T-Shirts: Michael reported that the Hitchens who operate Dream Big Flyers T-shirt company can make T-shirts for us for \$6.50 each. Charlie Rhoads’ and Ralph Brandon’s sources were \$8.00 each. Discussion followed as to which one to buy from and what color shirts and printing to have. Wendy suggested we get 4 dozen shirts in a mixture of shirt colors with black lettering. After additional discussion it was decided we order 3 dozen gray and 1 dozen pink shirts from Dream Big Flyers. Motion to authorize this purchase was made by Bill Corban, seconded by Rollie Bailey and passed by the members. Michael will place the order.

How are we doing?

Give us your feedback and suggestions.

Wendy Hollinger,
Newsletter Editor
Phone: 740-587-3659
E-mail: wendy@phoenixgraphix.us

- Website: Wendy reported that responses to the questionnaire have trickled in and she and her employees are continuing to work on creation of the site.
- Mike Elpert, Elvis Impersonator: Charlie Rhoads reported on the VFW event which was attended by many 402 members. Total attendance was 256 people including many from our chapter. All enjoyed themselves and Mike put on a very good show.
- Christmas Dinner: The chapter's annual Christmas dinner meeting, December 16th, will be held at Stacy's Homesyle Buffet, 833 S. 30th St., Heath, Ohio, where a banquet room is reserved for us. Pay the cashier as you enter. (They have a senior discount for us older folks. Sec.) Dining will be at 6:00 pm followed by a short business meeting and awards presentation. Our annual "Dirty Santa" gift exchange will finish off the evening. If you are not familiar with this, just come prepared to have fun and see what happens. Everyone should bring a moderately priced gift, marked "male" or "female," for the exchange.

You are invited to Christmas Eve Services at Central Christian Church, 587 Mt. Vernon Rd at Rugg Avenue. Pre-service music begins at 6:30 with the Sanctuary Bells and Chancel Choir presenting music from different lands. Come celebrate with Chapter members Michael Harris, Rollie Bailey, Bob Marriott and Charlie Rhoads as we lift our praises to God for his precious gift to the world.

Thanks Guys and Merry Christmas!

— Charlie Rhoads

Chapter 402 Officers

President

Michael Harris

740-522-4206

mikeflies@alltel.net

Vice President

Rollie Bailey

740-366-3404

rbailey2@dow.com

Treasurer

Dan Robins

740-928-4165

dan@horizonbiz.com

Secretary

Tom McFadden

740-587-2312

tmc58760@roadrunner.com