



Left Seat: Happ(ier) New Year!



'Tis the season of preheats and blustery winds. As I write this, middle Tennessee is having some real winter, with single digit low temperatures and even a little snow. The experience of getting the airplane out of the hangar and ready to fly is marked

by painfully cold fingers and sitting on seat cushions that feel like blocks of ice until body heat softens the high density foam padding. NOAA's graphical AIRMET website (<http://aviationweather.gov/products/gairmet/>) seems to have icing from the surface up to 10,000 feet or more covering much of the Eastern US on lots of days. When I think about all of this on the ground it seems like chess would be a better hobby. But out there in the plane, up there looking down on the barren brown (and white!) landscape, it still seems like such a glorious privilege to be able to get in an airplane and fly when and where you want (with due respect to the power of Mother Nature).

2009 in retrospect wasn't General Aviation's best year. In addition to the economic stresses that caused lots of folks to reduce or even eliminate private flying, we all got a collective black eye in the public media through early 2009 when the Big Three corporate executives didn't exercise much common sense in November 2008 flying private jets to go ask Congress for handouts to save their

companies. When everybody is hurting (including us) it's no fun to be accused of wretched excess.

But 2010 is looking happier already. The economy is beginning to get back on its feet a little. And our 2010 chapter event schedule is shaping up nicely, as shown on the Calendar of Events on this page. We are going to try to hit 'all of the bases' with respect to EAA's many constituencies, including warbirds, antiques/classics, modern homebuilding, and programs of general interest to all pilots and aviation enthusiasts. We're going to try again to have some weekend fly-out events to complement our monthly educational programs and community service activities.

Stay safe, don't let Old Man Winter frost you, and see if you can get some great winter time tailwinds before it all turns to Spring!

Dan Masys

On the Horizon: Calendar of Events

EAA Chapter 162 meets on Wednesday evenings--generally the third Wednesday--of each month.

Date	Topic	Location
January 20	Flying the B-52 Terry Daily	JWN terminal
February 17	Project Visit: RV-12	Home of Dan & Linda Masys
March 17	South Pole flying: Project Deepfreeze Terry Richardson	JWN

For more details see www.eaa162.org.

New Technical Counselor



We are happy to announce that EAA national has approved a new Technical Counselor for Chapter 162 in the person of our vice president, Brian Sutherland. Brian is an RV-10 builder-pilot and gave last year's educational program on electrical system design

for homebuilt aircraft. Brian joins chapter president Dan Masys as a second chapter "TC" who is available to look over any builder's project and provide feedback from the perspective of someone who has gotten a project all the way to an airworthiness certificate and flying status.

As described on the www.eaa.org website, "EAA Technical Counselors are experienced airplane builders, restorers, and mechanics who volunteer their time to visit other EAA members who are in the process of building or restoring their own aircraft. The goal of the Technical Counselor Program is to help EAA members present a 'zero defect' aircraft at its final inspection by the FAA."

Tech counselors are "people who can pat you on the back and say, 'No, seriously, it looks fine,' or say, 'Have you considered doing it over?' This is a vehicle in which you're going to defy gravity; it's obviously better to be safe than sorry."

Not all tech counselors are familiar with all aircraft and construction techniques, but there is a true national network within EAA that can get you connected to the help you need for your project. If you are a member of the EAA national organization (and if you're in a local chapter, you should be anyway), you can search for a Technical Counselor online. Or if you'd like an EAA Chapter 162 Technical Counselor to take a look at your project, just send e-mail to eaal62@gmail.org.



Rethinking Recurrent Flight Training

I've seen a lot of discussion recently on TAA (Technologically Advanced Aircraft) and the challenge we pilots have in staying current. TAA used to be stuff we only dreamed about and reserved for a fortunate few. But TAA is mainstream today. If you have a moving map navigator like the Garmin 430 coupled to an autopilot, you're flying a TAA. My Bonanza qualifies as do a lot of the planes I see on the ramp.

Flying a TAA is good, real good. Cross country flights are relaxing even in IMC. The autopilot flies the plane, the GPS navigator plots the course while I ponder weather patterns ahead. It was never like that flying my Mooney or Musketeer. It was still fun, but it was real work. No way do I long for the "good old days."



So what's the concern? It's about staying on top of the complexity. In the old days, flying was mostly stick and rudder competence. Navigation and communications chores added a lot of work to the cockpit, but the tasks themselves were not all that complicated. The difficulty was in getting our stick and rudder skills to a level where they were second nature and we could focus our mind on the other tasks like navigation and communications.

The complexity of this great new technology comes at a price beyond the equipment. We need to make a serious investment in learning how to use it and to keeping current. After 10 years and over 1300 hours in my Bonanza I've concluded recurrent training is

two activities. One is polishing stick and rudder technique, the other is operating the aircraft systems. This need has become most apparent with the introduction of WAAS navigation and LPV approaches.

Good instructors are professionals and they are not cheap. There are flight instructors and there are good instructors. For recurrent training we want an instructor who is very good at their work. This is almost always a person who makes their living instructing. For this professionalism you'll pay \$100-\$200 per hour. Not cheap but worth every penny, if they are indeed good.

One of the benefits of flying a Bonanza is having access to the BPPP (Beechcraft Pilot Proficiency Program). Initially I thought this was just another flight training organization like Flight Safety, unique in that it trains only on Beech aircraft, particularly Bonanzas and Barons. There are many models and variants of these aircraft and BPPP knows them cold all the way back to the first model in 1947. In addition they are experts in all the electronic systems you'll find including the G1000 glass panel in the current production. When I go to a BPPP session I'm with the experts and I always learn a lot. But this training is not cheap. These are two day sessions with a hefty tuition plus travel and living.

If you don't have access to an organization like BPPP, look for instructors who (a) specialize in your particular aircraft and (b) in your avionics setup. Don't be surprised if that is actually two instructors. The instructor who is intimately familiar with the flight characteristics of your aircraft may be only generally familiar with your avionics. If so, find an instructor who is and plan on a separate recurrent training session focused on just systems procedures.

Always know what you want from your recurrent training. If you're paying top dollar, you owe it to yourself to get good value for your money. Your insurance company may require an IPC each year, but your goal should be far beyond that. Spend time during the year critiquing your flying. Where are you weak? Tell your instructor that's what you want to focus on, in addition to completing an IPC and flight review.

I've been surprised over the years how the complexity of my aircraft systems has increased. I thought it would only happen when I made a major equipment upgrade to installing a glass panel and in the meantime need less specialized training because of my increasing competence through accumulated experience. Not a good assumption. The future for flight instructors is good, but only for those who are prepared to specialize and invest in their profession. For our part, we probably need to increase our recurrent training budget.

Peter Cassidy

Sightings: Wake Turbulence





Experimental Aircraft Association Chapter 162

MEMBERSHIP APPLICATION

Type (circle one): Reg Member \$30 Senior (65+) \$10.00 Youth \$10.00 Info Correction Only

Date: Name you would like on Badge:

Name: Last First Initial Spouse

Address: Number Street City State Zip

Phone numbers: Home Cell Work

E-mail:

Date of birth:

EAA National: Membership Number Expiration Date

Occupation: Retired

FAA Ratings:

Aircraft Project Underway: Percent complete:

Aircraft Now Owned: Based at:

Special Skills that might help others:

Interest in chapter 162 activities: [] President [] Secretary [] Newsletter
[] Vice President [] Treasurer [] Flyout event leader
[] Board of Directors [] Tech Counselor [] Other:

I prefer to Receive my Newsletter: [] Electronically as PDF by e-mail
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