

PYFC News

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In Brief

- It is with sincerest regrets the board of directors accepted the resignation of Members Accounts Treasurer DeLoss Stuck. On the positive side Phil Deitsch has agreed to step in as Members Accounts Treasurer. Thanks Phil!

Weekend Manager Schedule

Craig Thorpe	11/6 & 11/7
Bruce Tuxill James Uvani	11/13 & 11/14
Rich VanGelder Chris Vaughan	11/20 & 11/21
Robin Vorhees Tom Wasser	11/27 & 11/28
Jeff White Bill Whittaker	12/4 & 12/5
Eric Woehr Andrew Wright	12/11 & 12/12
Gordon Young Raul Zambrano	12/18 & 12/19
	12/25 & 12/26

AirVenture Adventure

After Phil Deitsch got his pilot's certificate he wasn't sure where to go with it. But after flying along taking a friend's son to Cleveland he realized that general aviation airplanes can open up a world of possibilities. That realization led to a trip this past August to AirVenture 2010, Oshkosh. Phil and his eleven year old son, Erich, planned to leave early the Sunday before AirVenture opened, but weather kept them on the ground until late Sunday afternoon. When the weather finally cleared they departed in the Cherokee loaded with camping gear and food supplies. They flew over Cleveland's class B airspace enroute to Henry County Airport (7W5) for their first fuel stop. Their plan was to fly on to Waukegan (KUGN), however, given the head winds encountered they diverted to Valparaiso (VPZ). After landing at VPZ they were greeted by members of EAA Chapter 104 who had a tent set up with food and drinks. They borrowed the local crew car and spent the night in Valparaiso. Early Monday morning they departed for Oshkosh. When they approached the FISK intersection (the major marshalling point enroute to Oshkosh) it turns out that the controllers at Oshkosh were turning away all GA aircraft due to the condition of the airport and grounds. Since Fond du Lac, which is one of the over flow airports, was closed they diverted to Dodge County (KUNU) which is 34 miles south of Oshkosh. Phil estimates that over 200 airplanes were parked at Dodge County on Monday. Fortunately, Phil found out that the Oshkosh controllers were going to open for GA arrivals between 1:00 and 2:00 pm. They loaded up and were ready at FISK when Oshkosh opened up again to let in GA aircraft. They were finally there!

Continued on page 2.

At the Clubhouse

Our combined Board of Directors and regular membership meeting will be November 18th at 6:30.

Due to adverse conditions, the safety meeting from October was moved to November. Get your seats early to hear Dave Shaw present "A Roll of the Dice Isn't Nice in the Ice", a review of carburetor icing.

The Board of Directors is looking for a couple of people who are handy at building. We need to both renovate and reconfigure the club house to allow improved, private communications between students and instructors, as well as to generally spruce up the place. Thoughts on reconfiguring are also welcome.

Standard Briefing

ATC wants me to do what and then what!?

Air traffic controllers began using new phraseology on September 30th. They will no longer use the phrase “Position and hold” to instruct you to enter the designated runway and await clearance for take off. Instead ATC will state your call sign, state your depart runway and then say “Line up and wait”. The reason for the change is twofold. First, an FAA study determined that the words “position” and “hold” are used in a number of air traffic surface instructions. This can lead to confusion if only part of a communication is heard. Secondly, the change brings FAA phraseology in line with the ICAO standard. As a caution, be aware that the phrase “Traffic holding in position” will still be used to let you know that another pilot has been instructed to “Line up and wait”. Also, as a reminder when your taxi route requires you to cross runways you will need explicit instructions to cross each runway. As always, when in doubt ask for clarification from the controller. More information can be found at http://www.faa.gov/airports/runway_safety/news/current_events/lauw/.

AirVenture Adventure continued

According to Phil AirVenture itself is awesome. The number and variety of aircraft are overwhelming. There are exhibits and vendors that cover the whole gamut of aviation. One event in particular that Phil enjoyed was listening to a presentation given by Burt Rutan. Erich enjoyed the activities available in the KidVenture area. Every day the vendors and exhibits open up in the morning, you can wander around enjoying the experience, then around 2:00 preparations begin for the daily air show. At that point the vendors and exhibitors become part of the crowd to enjoy the show. When asked what was most memorable about the experience Phil stated, “The most overwhelming thing was the shared passion for aviation, and how that created an immediate bond and sense of community both on the show grounds and the campgrounds. Everywhere there were volunteers and visitors who worked together to keep everything working smoothly, from people keeping the grounds tidy to the professionalism of the controllers, the people were all top notch. All in all it was a great experience”. Some advice Phil would give is don’t bother bringing your own



Camping at the North Forty Campground



Erich Deitsch checks out one of the exhibits at AirVenture

food, there are plenty of busses to get around to restaurants and the local Walmart. He also noted that it was hot and humid every day and to bring plenty of bug juice as once the sun went down the mosquitoes came out. Finally, he suggested having another pilot along. Phil’s son was a great help but in the approach to FISK (which was Phil’s greatest concern about the trip) Phil felt having another set of trained eyes looking around would have been helpful. Would he do it again? You bet, he has already started planning for next year.