

# NORTHAMPTON AERONAUTICS, INC.

AT THE NORTHAMPTON AIRPORT

March 2007



Periodic Newsletter

## Look inside for...

- **Local Pilot Profile**
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- **Instrument Test Study Preparation**

## Light Sport in May!

We will soon have a Flight Design CT, light sport aircraft available in our rental fleet. The plane should be available for rent in May, and can be utilized for Sport Pilot training.



A Sport Pilot certificate allows a pilot to fly in VFR conditions, with only one passenger, in non Class-A or towered airspace, and in aircraft meeting the FAA's weight requirements. There are many other limitations on the rating that can be found on the FAA's website, [www.faa.gov](http://www.faa.gov), but the trade-off for these limitations is that training is shorter (20 hour minimum) and does not require a medical certificate (a current and valid U.S. driver's license will work, as long as the individual's most recent application for an FAA medical certificate was not denied, revoked, suspended or withdrawn.)

There are many more details that go along with training for the Sport Pilot certificate, so we encourage you to either

check out the FAA's online information at [www.faa.gov/licenses\\_certificates/airmen\\_certification/sport\\_pilot/](http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/), or contact our airport manager, Rich MacIsaac at 413.584.7980.

## Websites You Won't Want to Miss

We've had some of our pilots pass along interesting and helpful websites and we'd like to share them with you. Enjoy!

*This site has a listing of the different airport restaurants, according to state and also gives info about airport events and proximity to attractions.*

[www.100dollarhamburger.com](http://www.100dollarhamburger.com)

*This site has a list of abandoned and little known airports and some of the history that goes along with these sites.*

[www.airfields-freeman.com/index.htm](http://www.airfields-freeman.com/index.htm)

*This site has access to 24-hour, live aviation radio. You need Real Player for audio.*

[www.liveatc.net/feedindex.php?type=class-c](http://www.liveatc.net/feedindex.php?type=class-c)

*This site shows every IFR flight in the country in real time. You can follow according to airport, flight number, or type of aircraft.*

[www.flightaware.com/](http://www.flightaware.com/)

*This site is a blog of one of our students' flight training process. If you already have your license, this might be a nice way to reminisce about the "training days."*

[www.flythisplane.blogspot.com/](http://www.flythisplane.blogspot.com/)

## ATTENTION:

## EAA Members or Potential Members

*Help us fly...*

## Young Eagles

**Saturday, September 22  
Northampton Airport**

If you'd like to volunteer your time and flight time to help Young Eagles fly, contact Sarah at 413.584.7980 by May 1st.

# Pilot Profile

**Name:** Alice Estey

**Occupation:** Alice is a professional mediator, and is also a Professor at Woodbury College in Montpelier, VT, where she trains students to become mediators.

**Ratings:** Training to obtain her Private Pilot's License, 23.5 hours logged.

**If I could fly any model:** A bi-plane or a Piper Cub. Alice is more interested in the slow flight, low-altitude voyage. Her ideal flying experience would be one where she can feel "the wind in her hair."

**What sparked your interest in flying?** It had always been a fantasy of Alice's to fly (she'd imagine herself as a bush pilot in Africa or Alaska).

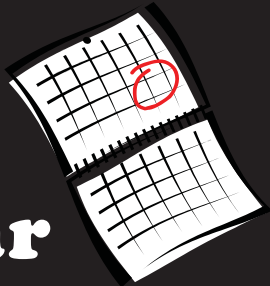
When Alice was in high school, her best friend's dad was a pilot, and used to fly them from the Western slope of the Rockies to Aspen in his high-wing, four-seater (she doesn't recall the exact model), and she immediately loved it and had no qualms about flying in a smaller plane.

She realized recently that if she was ever going to follow through with her dream, now was the time to do it!

**What keeps you motivated in your flight training:** Alice has already gotten a commitment from her adventurous daughter to be her first passenger, and sharing that experience with her keeps her going.



## Mark Your Calendar



### FAA Safety Seminars

•Saturday, June 2nd, 10:00AM  
*Spacial Disorientation* is the topic, and this does qualify as a wings event. Refreshments will be provided.

•AOPA will be hosting a safety seminar, September 11th for Massachusetts on Regulations, and we are hoping to be the host facility, although that will not be determined until May. Check our website for an update in May.

### 2nd Annual Fly-In Breakfast

Saturday, July 28th, 8:00AM. **FREE** breakfast to the first 50 pilots and guests that call to reserve a spot. **413.584.7980**. Fly in, enjoy breakfast, and spend the day in downtown Northampton (only a 15 minute walk away).

### Instrument Test Prep Sessions

Every Saturday in May (5th, 12th, 19th, and 26th). 9:00AM-11:00AM. A flight instructor will be available to run through sample tests and answer any questions you have, in order to prepare for your Instrument Ground Test.



Free and open to the public, but reservations are required. (If there is not enough interest, we will try hosting at another time.) Call 413.584.7980 to sign-up or email [info@northamptonairport.com](mailto:info@northamptonairport.com)



## Communicating with Towered Airfields by Radek R. Wyrzykowski, CFII, MEII

I would like to start by saying that English is my second language. Polish is my primary and aviation is my third... Therefore one would think that the third one should be the most difficult - but for some reason I find it very easy and non-problematic. As a flight instructor I have a chance to watch my students sweating in the first few hours - during communications with air traffic control or just CTAF traffic announcements. Trying to use memorized phrases and textbook formulas – and totally unnecessarily. I strongly believe understanding should come first, prior to anything in life and especially prior to any aviation activity. That, of course, would also apply to the radio communication.

**“97% of knowing what and how to communicate on the radio comes from knowing what we are looking for...what we want to say and what information we are expecting to receive.**



The other three percent is to reduce actual exchange of words to a minimum. After all we share one particular frequency with many other pilots whether it is on an ATC frequency, CTAF or a UNICOM.

A place where I see most variations from students as well as from experienced pilots is at the hold short line to the departure end of a runway and position reporting at non-towered airport. Here is one of the “towered” examples:

“XYZ Tower Warrior 12345”

“Warrior 12345, XYZ tower”

“XYZ tower... Warrior 12345 short of runway twenty is ready for takeoff... we will be North West departure”

“345 clear for takeoff 2-0”

“Warrior 12345 clear for takeoff on runway twenty”

I actually timed this conversation and it took exactly 45 seconds. If you think forty five seconds is not a long time listen to any radio commercial. They last thirty to sixty seconds and seem to drag forever. At the same time another aircraft that was told to report three mile final to the same runway is already past its reporting position and desperately is waiting for above conversation to end to get its landing clearance. It is not without a reason that I called it a conversation. Communication would look a lot different. So let’s analyze the above first:

“XYZ Tower Warrior 12345” – it is not necessary to get towers attention at this time. They know you are there and in fact they are waiting for you to say something and (you may be surprised) on many smaller class delta airfields it will be the same person you just talked to on the ground control frequency. Therefore, eliminate the first two sentences.

“Warrior” - they already know you are the Warrior. You already told them before you got your taxi clearance. “Short of runway” – of course you are short of runway. We hope that you are not trying to take off on a taxiway. “For takeoff” – if you are ready for something other than takeoff, you should not be here. “We will be (...) departure” – it is obvious that we will - since we are still here.

So what do I propose in exchange? When we stop before hold short line, listen for a few seconds after you switched to a tower frequency to prevent interrupting someone else’s conversation and then simply say: “345 ready 20 - northwest departure” and when you get your clearance just repeat: “345 clear for takeoff 20.” I timed this one too – it took ten seconds.

**“Understanding of where we are, who we are talking to, and why will make us sound like airline pilots.**



Photo courtesy of Daniel Gannon

## New Aircraft, 4302V

**It’s time to start planning those summer trips!**

Northampton Aeronautics, Inc. has added another Piper Warrior onto its training and rental line. 4302V is a 1983 PA-28-161 and is equipped for VFR and IFR flights.

With the addition of 4302V, we now have six planes available for rent-- three Piper warriors, a Cessna 152, a Cessna 172, and a Piper

Arrow. Prices and information about each of these planes can be found at our website, [www.northamptonairport.com](http://www.northamptonairport.com), along with our long-term rental policies.

# ***NEW T-Hangars Being Built at the Northampton Airport***

***We're back to the building block again!***

There is still great demand out there for individual t-hangar space, and Seven Bravo Two, LLC is considering building six new T-hangars in early 2008.

The hangars will have electric, bi-fold doors, concrete floors, capacity for electricity, and all exterior walls will be insulated. The dimensions are: H- 14'6"; W- 41'6". If you are curious about the look of the hangars, feel free to stop by the airport and



we'll be happy to show you around one of the t-hangars completed last year-- these new hangars will be identical to the recently completed set.

Right now, we are taking names and deposits for a waiting list. Contact Sarah at **413.584.7980** to find out more details or to add your name to the waiting list.



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