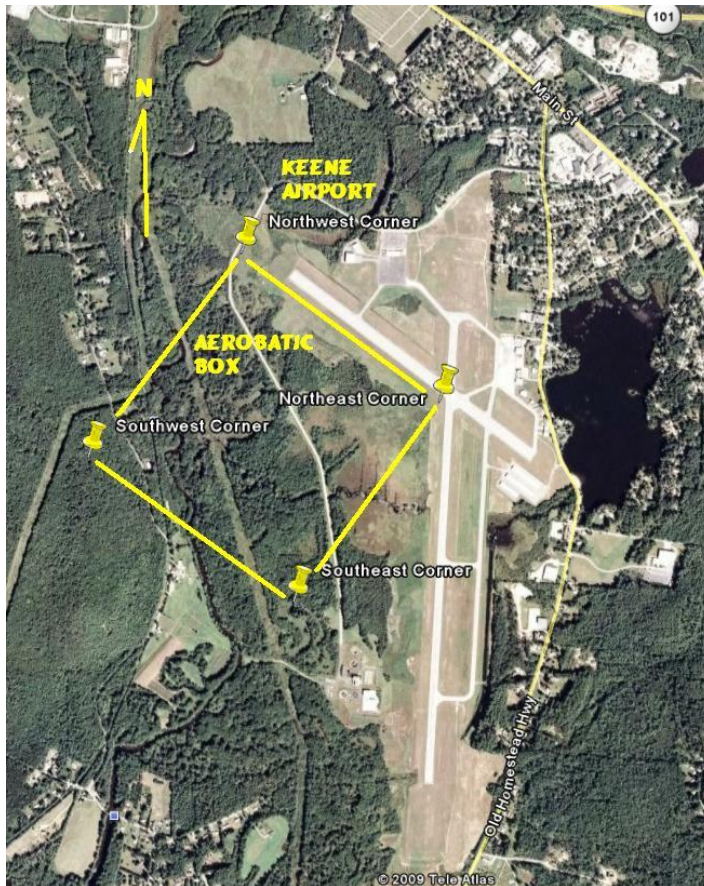


Hello! The flying season is coming! We at the New England Aerobatic Club would like to take this opportunity to thank you for sharing your airport for the past 7 years and hope to work with you to fly at Keene for another 4 or 5 days this summer, weather permitting.

For pilots who are not familiar with where the FAA has authorized aerobatics over the Keene Airport and the safety procedures they require, the following explanation will help us all fly, have fun, and maintain a high level of safety.

First, please come out and fly! All of the FAA language around aerobatics at Keene may look intimidating but it is just official-ese language and its intent and the procedures are actually very easy to work with. And if you have any questions, please come over to the terminal where we fly from and ask them. Our goal is that everyone fly.

First, the aerobatic area is a box west of runway 2-20 and south of runway 14-32. This area is shown in the picture below.



The FAA authorization requires all of the aerobatics to be above pattern altitude. But for safety, the FAA requires that the runway traffic patterns do not fly under the aerobatic box. Since the FAA believes that we pilots can do right turns as well as we do left ones, if the wind favors runway 20 or 32, the FAA requires that a right traffic pattern be used.

We may only fly aerobatics in really good weather. The clouds must be more than 3000' AGL. With the brightly colored paint on our airplanes combined with the rapid maneuvering, we should be really easy to see.

All of the aerobatics is supervised from the ground with the pilot flying in the "box" on a separate radio frequency than the airport traffic. This allows us to both "critique" how well the pilot is flying aerobatic figures, but also to call for a stop the aerobatics immediately if a non-participating aircraft wanders into the aerobatic area.

We also watch all of the local traffic and listen with a second radio to the Common Traffic Advisory Frequency. So please make the radio calls that the Airman's Information Manual suggests for non-towered airports. And feel free to ask if there is a pilot flying aerobatics. The more we both know about the situation in the air, the safer we will be.

The FAA asks us to treat a 1 mile radius of the airport as a safety zone. What that means is that our ground crew will be looking at everything flying around the airport and trying to understand who is coming, who is going, and whether all of the non-aerobatic traffic is aware of the aerobatics. As noted above, if you make the radio calls, we can make sure that we all know the traffic situation. As you might guess, if we see an arrival aimed at the aerobatic area at 100mph and hear no radio calls, you might hear an anxious voice on our radio trying to talk to the incoming pilot.

The FAA requires a NOTAM for "touch-and-go's prohibited". The purpose of this is not to stop student training. For a student and instructor, the "go" part of a touch-and-go is a busy time in the cockpit. The FAA concern is that the pilots "go-ing" keep up their awareness of the aerobatics. Keene has a 6000' runway which is long enough to do a couple of touch-and-go's before going around the airport traffic pattern. To practice take offs and landings, please do a stop-look-and-go. Only a little slower, lets the pilot see that the way is clear, and there should be plenty of runway ahead. Stop-look-and-go meets the intent of the FAA safety requirement.

The aerobatic box tops out at 4500' above the airport. There is only one aircraft flying aerobatics at a time. Each pilot gets 15 – 20 minutes of practice time. Towards the end of one pilot's time, another pilot may launch to hold at 4500' AGL until the first pilot exits the box to the landing pattern. We ask all of the aerobatic pilots who have finished their practice to fly the same traffic pattern that is being flown by everyone else.

The New England Aerobatic Club is a group of pilots from all 5 New England states and eastern New York. We have members who are just learning aerobatics and we have members who are national champions. We like to fly and we want you to fly too. Everyone is welcome to stop by and ask questions.

The FAA authorization is held by Weston Liu. You can contact Weston by e-mail at weston.liu@charter.net.

Thankyou for sharing your airport.