

Southeast Virginia Light Aircraft Flyers



CLUB NEWS AND INFORMATION

SOUTHEAST VIRGINIA LIGHT AIRCRAFT FLYERS

April 2010, No. 244



President's Column Lessons Learned

We went flying last week at NQF. Leo, Richard, and I got the planes ready for a route around the neighborhood. It was a nice spring day with a bit of a wind (warning Will Robinson). I think we'd have to consider this our first flight of the season. That is the time when you pull the plane out of the hanger, jump on it, skip the preflight, and take off.

We didn't actually skip the pre-flight, I think we brushed off the cobwebs, put in fuel, and then took off (joke).

So, needless to say, some minor things weren't

quite right at that point. One plane was pouring fuel out of the carburetor bowl (due to a 4 foot swamp snake in the bowl). That was fixed. Another had a center of gravity 3 feet to the rear (due to a full grown pony sleeping in the back of the plane). That was fixed eventually by moving the horse further forward. The last plane in the mix is Leo's and it always has surprises to deal with. We took off in a gusting wind (10-15 from the Southwest) heading for West Point.

A fair amount of wind, but great to be flying again. West Point was an interesting approach that day. Windy, landing on 10. All three planes pushed left, right, up, down. Not so pretty. I'm 30 feet from touching down and a hawk swoops in from the right to touch my wing. I'm figuring hawk and propeller stew for dinner but I swooped left and he swooped right. A swooping affair.

On to Hummel for food (always the situation A 30 MPH tail wind really gets you moving on this leg of the flight.

Landing at Hummel was again an up, down, left and right experience. At this point we decide to debrief. One of us (the one in the Drifter) is having rudder problems and claiming not to have much authority. An official inspection on the ground results in recognizing that the rudder cables are very loose and not exerting a lot of control. That explains a lot. But the carburetors are now working well. Note to Richard – fix the rudder cables. Note to Danny – fix the trim so that you can more easily lower the nose. Note to Leo – your trim is still not working and you are getting Popeye arms holding the stick. Let's eat.

Heading back to New Quarter. 30 MPH head wind this time (amazing how that works) as we travel home. 29 MPH ground speed. Drifter leads. Up, down, left, right the whole way. Richard decides on a straight-in approach on 15 to allow total maximum time for lining up. Richard, Leo, Danny in that order. How hard can it be? Richard and

Leo are pushed from every direction possible. Richards is blown left and right but lands uneventfully with a lousy rudder. A sudden drop results in Leo's seat belt unsnapping (note to Leo – check seat belt better). Leo has to land holding himself in the seat with a hand pushing up on the wing of the plane. I have to go around one time. I'm starting to sweat as I think that both of them are going to watch me land now. Thankfully Bubba isn't watching.

I line up for the straight-in. Two wind gusts result in my leaving my seat totally (seat belts hold). All of a sudden I see a truck coming down the road that parallels the runway. Once again, the magical FBO has arrived on schedule to observe. Blown, up, down, left and right, I drill for the ground at 75 MPH and do a pretty good landing. I'm dripping wet however. Imagine all three of us left the farm and made it back. A record.

Lessons learned: flying is great; do better maintenance; pre-flights are helpful and keep a sense of humor. See everyone at our next meeting at NQF on Saturday April 10th at 2:00 PM.

*The next regular meeting of the Southeast Virginia Light Aircraft Flyers will be held
Saturday, April 10, 2010, 2:00 PM at
New Quarter Farm*

*For more information, check with our web site:
www.svuf.org*

This Southeast Virginia Light Aircraft Flyers Club newsletter is published monthly and sent to each club member and, on an exchange basis, to other USUA Clubs. Articles & classifieds submitted for inclusion in the newsletter should reach the editor no later than the 15th of the month. The editor reserves the right to edit submitted articles for clarity and formatting. All efforts will be exercised to not change the original content.

Evening meetings of the Southeast Virginia Light Aircraft Flyers are normally held on the second Thursday of each month at 7:30 PM, Abingdon Rescue Squad Building, Rt. 1216 (Hayes Road) Hayes, Virginia.

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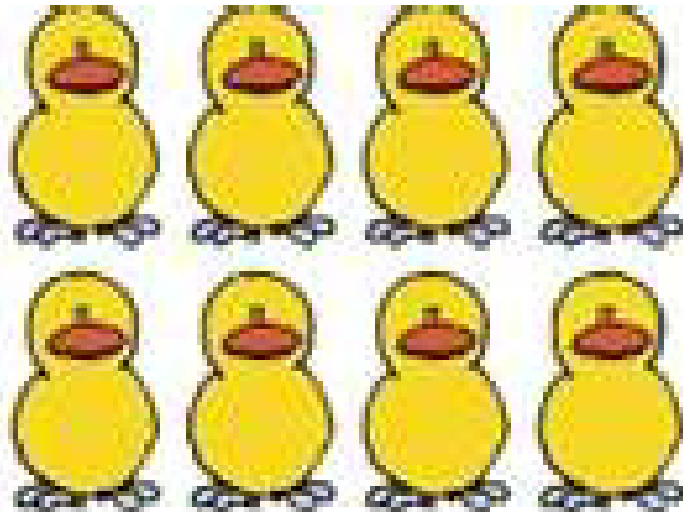
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Annual Dues (Nov 1-Oct 31) \$18.00
www.svuf.org



Scheduled Activities

- Apr 13-18 26 Annual Sun 'n Fun, Lakeland, FL
- May 15-16 Horne Point Aerodrome Fly-In, Cambridge, MD
- May 16 Sun SVLAF Memorial Fly-In, New Quarter Farm, VA**
- May 22 Sat Club 1 Memorial Fly-In, Warrenton Airpark, VA
- May 22-23 Virginia EAA Regional Fly-In, Suffolk Airport, VA
- May 25 Sat Club 250 Spring Fly-In, Holly Springs, VA



Happy Easter!

Game Called “WHAT IF”



Well a good pilot spends a lot of time thinking about *What if...* And as we're cruising along you should be doing the same thing. You should be thinking about what would I do right now if this engine failed? Where would I land?

Take a look around. Select a field; practice selecting the fields. Do you really know which way the wind is blowing? So practice those things. Just review mentally what you would do, and that way you'll be better ready if you ever have one of those issues to deal with.

Another good pilot technique is to maintain situational awareness with a sectional chart. It's so easy to just push the go-to button on the GPS nowadays, and watch the numbers count down. But if you have an emergency, that's not going to be very helpful. So I keep that sectional chart out and practice your map reading.

One of the things you can do to enhance your map-reading skills is find those little private strips. They're really hard to find. And they get you really looking at the map and really looking at the terrain. And who knows - having found them, you might actually use one of them some day."

The best way to never get lost is to always know where you are. And quite frankly, I think technology gives us a false sense of awareness. Yes, I can tell you exactly where according to the GPS. But where are you really in time and space? And mentally I think that gives you a much better feel of being in command and really being in charge of the situation versus being along for the ride."

And practicing your sectional reading skills - your map-reading skills - is going to be very helpful some day when you really need them when that electronic gear doesn't work for you.

A REAL ADRENALIN RUSH



Let's look at engine failure on takeoff, now. Everyone seems to know the proper procedure for this when asked on the ground. But statistics show that all too many pilots do the wrong thing when they actually encounter this situation in flight. Why is that?"

You know it is inevitable. If you ask 10 out of 10 pilots, engine failure on takeoff: lower the nose, land straight ahead. But statistics tell us that the tendency to turn back to the airport is overwhelming. It takes a lot of discipline to lower the nose and accept the fact that we're going to make an off-field landing. So let's look at that and make sure that we're ready mentally to do just that. Because turning back to the field is all too often a fatal choice.

Maneuvering the aircraft at low air speed and low altitude through a series of turns in a high stress situation is asking too much of any pilot. And it's not a 180-degree turn back to the airport. It's a series of turns, and you're doing this when your heart is beating off the charts. The downside is a stall-spin crash. Turning back to the airport is nearly always fatal. Don't do it! There is an altitude in which every pilot can make it back to the airport, and I absolutely agree with that comment. But unless you know what that altitude is for your aircraft, and have validated your ability to accomplish the maneuver recently, you have no business attempting it.

A big key to successful execution of engine failure on takeoff is a pre-brief on every takeoff. It only takes a second but it does prepare us mentally for the possibility of an engine failure, and sets us up to make our first step the right one rather than the wrong one. So, we need to evaluate and assess our best landing options on each and every takeoff and give a short 10-second, 15-second briefing. If I experience an engine failure on takeoff, this is what I'm going to do.

If obstacle clearance isn't an issue, why not climb out at VY, best rate? Be aware of the safe altitude that will enable you to turn back to the airport, and monitor closely until you reach this altitude. Make your choice simple in the case of an emergency, and if it's marginal you have no business turning back to the airport."

Southeast Virginia Light Aircraft Flyers, Inc.
Completed Minutes of the March 11, 2010 Meeting

Danny Arkin called the January meeting to order at 7:35 pm. There were 8 club members in attendance.

The meeting minutes and Treasurer's report were approved and recorded.

Treasurer's Report: Clark reported \$1319.42

Membership: Leo said that there are 18 members.

Club Meeting Schedule: The new schedule was discussed and the next meeting is at NQF on April 10, 2010 at 2:00 pm. Next newsletter is in April.

Information Topics:

Trips Committee- Possible trips might be to Luray/ New Market, Smith Mountain Lake (Sept 11-12), Campbell Field (May 18th), and Tangier.

Day Trips- New schedule posted on events page.

Social Committee-The next Club event will be May 16th at NQF.

Educational Program: None

New Business: Brad announced that the VA Festival of Flight needs volunteers. There was no discussion of a new logo.

Door Prize and 40/40/20- Door prize – Clark Rich
50/50 – Dennis Gregory

The meeting was adjourned at 9:00 pm.

Respectfully Submitted,
Dennis Gregory
Club 6 Secretary

FOR SALE

All items bought through this *Newsletter* are solely at the risk of the buyer. Neither this *Newsletter* nor USUA Club #6 guarantees or is in any way responsible for the airworthiness or any other aspects of the items listed.

Beaverdam Airsports Inc. is your local Rotax repair station. We are located in Surry County at VA33. Also doing all types of aircraft repair and painting on your Ultralight or GA...A&P on duty. Give C.A. a call at 757-636-0609 so you can keep on flying or email him at nuckles6@aol.com

KIT FOX KIT II, 95% complete, ready to cover. 582 Rotax, electric start, prop, gauges & misc. items. Everything new. \$15,000. Dan Brandmahl #804-443-4619 or 804-769-2756
cranks4u@bealenet.com

Icarus Aviation Your full time flight school. Very thorough flight instruction by USUA registered BFI. German built C-22, C-22 Acro trainers. Reasonable rates.
804-758-9500 Mike Kuhnert

RANS S-14, Full enclosure, Clip Wing, 503DC/DI, 254tt, elec start, Oil-inj, In-flight adj Ivo prop, ASI, ALT, dual CHT&EGT, VSI, RPM, BLK&YEL clear coated, dual wing tanks, cabin heat, BRS (ood), Always hangered, flies hands off, 13,500, dgregory@oonl.com VA, Dennis Gregory 804-758-4178

1995 Titan Tornado II, 150 Hrs TT, Engine just resealed, Chute Max Pack Dash, 23' Wing, Rotax 503, N138M, Asking \$13,500.00. Wayne Myers. Mechanicsville, VA. Home 804-779-7983 or 804-387-7748, email: MMyers7007@aol.com

2 Titan 2s, both rotax 503 engines, both have chutes, one has hyd brakes, one is ELSA, one is expermental home built; that one is all metal and chute is in date. Also have **2 Hawks**, one classic and one arrow, both rotax 503s, one has 60 hours on new 503 engine, other has 251 TT airframe and engine. asking \$13,500 for each Titan or best offer, asking 7,500 for each Hawk or best offer, call and we will talk.

804-387-7748 cell M. W. Myers

Phantom X1, 80s model, ELSA Reg. N61462, 447 engine new 9/04, 259 hours, top end done by Sta-lite Aviation 2/08 at 227 hours, all seals, gaskets, O-rings, replaced, gearbox serviced and shimmed, all internal and electrical parts w/in limits, complete written report and CD documenting engine work. Clear coated sails in good condition, lever activated band brakes, padded bucket seat, ten gallon cylindrical spun aluminum tank (mounted vertically behind seat); BRS 750 canister type, rocket out of date. Full instrumentation, sensitive altimeter, ASI, VSI, Tiny Tach, adjustable Westach, dual CHT, dual EGT, Hobbs hourmeter, new he-man bars, elevator trim, added inboard wing compression struts, 2 blade Powerfin prop, tall windscreen (new), flies hands off. \$6000. Call Greg Franklin (804) 837-8923.

Last of the good deals

Lowrance yoke mounted GPS. Bendix/King KX99 hand held transceiver.

Two David Clark headsets. Flight helmet w/headset, only worn once..

All for \$500

Ted Morris 804-642-6022

To place or remove an ad contact

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