EAA CHAPTER

Number 569

• A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION - BOX 229 HALES CORNERS. WISCONSIN 53130 •

Lincoln, Nebraska

Pres.: Lonnie Davis
345 11th Street
David City, Ne. 68632
Phone 367-4184

V. P. Eldon Kreimer
1510 Regency Drive
Lincoln, Ne. 68506
Phone 488-3206

Sec-Treas: Janice Jackson 1320
West Ryons
Lincoln, Ne. 68522
Phone 476-1861

Editor: Ted Oehlert
12571 Wittstruck Road
Bennet, Ne. 68317
Phone 782-8039

SEPTEMBER 1987 NEWSLETTER

SEPTEMBER MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, September 1st at 7:30 P.M. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). The program for the evening will be a refresher ground school presented by Jeff Clausen. This will cover various aspects of operating an aircraft in and around various types of control areas, radio operating procedure and any other subject areas you care to have Jeff cover. This should be a most interesting and valuable meeting for everyone.

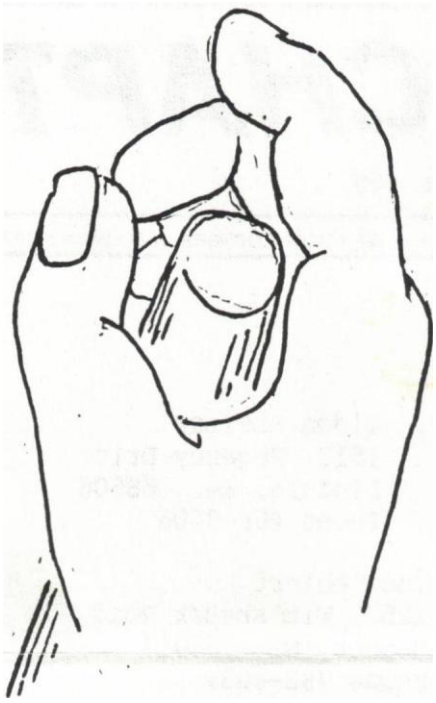
The refreshment committee for September will be Jim Stephens (in charge), George Stout, Jim Troidl, Jim Wilkinson, and Paul Wood. The following month (October) the refreshment committee will be Rollie Woodruff (in charge), George Wright, Bob Allen, Roger Aspegren, and Andy Bajc.

> > > > < < < <

MORE FROM PAUL . . .

The following are notes I made in handwriting during a post BFR flight oral review I was present at. The questions were given by a mild, easy-going, young CFI who stated that the questions would not be graded right or wrong, but asked only as review, and to be studied later by the BFR applicant. Most of the questions centered around tail-wheel aircraft in the 150 to 180 hp range, but could be applied to most any aircraft for review purposes. I expect that there will be some disagreement from experienced pilots, and there may be some errors in my note-taking. However, I feel that many of us, especially older pilots, need the chance to clear away the cobwebs of our memory, and rejoin the young sharpies with some degree of confidence in ourselves. These statements may help us in this regard. They should be taken as informal notes of answers to questions posed by a helpful CFI.

P.W.



***Use* of Stick for Pitch . .**

1.) To level off, trim first to speed, then use the finger circle around the stick technique (F.A.S.), using the trim to adjust for level flight (as illustrated in the diagram at left). Note: fingers make a "ring" around the stick. Any tendency of the stick to touch in that "ring" means you should trim the other direction.

2.) Grip the stick with the thumb and two fingers only for 99% of control movements.

3.) Check the muscles in the thigh near the knee in order to relax.

4.) In summary, the main points are;
   a) relaxing in the aircraft
   b) attain smoothness in flight
   c) check the thigh muscles to relax
   d) trim the aircraft correctly

Emergency Landings . . . .

(All at once do a lot of things); (1) establish best glide (attitude) by adjusting the wing tip level with the horizon, (2) then setting up the best glide speed for that particular aircraft. (3) Look for best landing place. The following listed in decending order of preference;

Best	airport
	empty highway with no poles or wires
	dirt road
	hard dirt field
	plowed field (land along furrows)
	snow
	trees
	water
Worst	cliff

- In case of start up fire, keep engine cranking, even if it wears down the battery, in order to suck the flames inside the air intake.
- Insurance could be negotiated as follows; keep one or two million liability for the first year only, then cut in half.
- There is a local Aviation Underwriter in the Linair Building.
- Learn to relax (under stress) with and in the aircraft.
- Watch the trim in the pattern. Adjust the trim for best compromise using the F.A.S. technique in steady decent.

- Note; airplanes really aren't out to bite you; they are predictable and consistant, unless provoked. Learn to relax and trust your airplane when current to fly.

- Watch trim when flying at all times.

- If forced landing brings you into wires between poles, go under rather than over. You'll gain a little speed to carry you past any other obstructions or pot holes.

- When landing a tailwheel aircraft, get the stick back as soon as wheels touch down. The extra drag and friction of the tailwheel will help to slow you and counteract any crosswind and resulting weather-cock effect.

* Upon getting a small bounce, (optionally) add a little power, get the stick back, and let it settle again.

- Upon getting a large bounce on landing, apply full power and go around again. Even experienced pilots do this.

- Upon getting into the aircraft and adjusting the seat, look over the nose and establish the horizon-nose-spinner relationship. This should be the image you have on final flare for three point landing. Again, keep the stick back after a thgee point landing, it helps directional control.

- Upon braking, especially with tail wheel aircraft, apply the brakes alternately. This is not to allow the rotors to cool as in a car, but by pressing first right then left brake pedal, you assure more positive direction. Pressure applied to both pedals at once contributes to lack of predictable steering.

- The ARROW acronym for a ramp check by the FAA is as follows; A - airworthyness certificate, R - Radio license, R - Registration of aircraft, 0 - Operating limitations, W - Weight and balance currency by mechanic.

- The FCC license is good for five years.

- The FAA does automatic ramp check of aerobatic aircraft at air shows.

- The aircraft registration must be updated by the FAA being notified of any address change. The Pilots License is allowed 30 days upon moving before the FAA is notified.

- Class III medicals are good for 24 months.

- Class II medicals are good for 12 months, and good for another 12 months but not for commercial use on the last 12 months.

- An ELT is required in all aircraft. There is an exception for training aircraft which never go outside of a 25 mile radius.

- Always carry a flashlight for night flight in the cockpit.

- A strobe, blinker or rotating beacon light is required for night flight.

- Landing lights are not required in non-for-hire aircraft.
- FAA requires a spare fuse for the electrical system during night flight.
- Cherokee 140's have dangerous aft C. G. spin characteristics.
- In a tail-heavy configuration, aircraft are faster.
- To get Special VFR, 1 mile and clear of clouds is needed.
- Avoid spins in any aircraft with baggage, or a person in the aft seats. This aft CG state contributes to flat, unrecoverable spins.1

End of Oral review by CFI,

Arthur Curtiss
1303 Idylwild Dr.

Lincoln, NE 68503

R 03 WY 290271 08/29/B7
NOTIFY SENDER OF NEN (4)DRES9
D.JP:EU
12B N 13 ST'#1005
LINCOLN NE 68509-1501