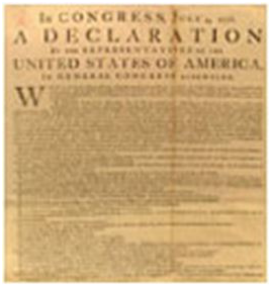


THE FLYER

www.VictoryAviation.org

Webmaster: Joe Gaefe (webmaster@VictoryAviation.org)

July, 2018 **EDITOR: John Chappell** **E-Mail: News@VictoryAviation.org**

In This Issue:

All meetings are held at 7:00 pm on the third Tuesday of each month. This month's meeting will be held at Richard's Pizza in Fairfield, located at 495 Nilles Rd., approximately two miles west of Rt. 4.

COME EARLY: SOCIAL HOUR FROM 6:00 to 7:00.

Need a map? http://goo.gl/maps/FzWPe

Next Club Mtg. Aug 21, 2018
Next Tour Group/Safety Mtg. Sept 18, 2018

No meeting in July.

MEETING NOTE: In case of poor driving conditions (heavy snow, ice, rain, etc.), typhoons, locust plagues, floods, famine, or the end of the world, call Brent Clark (Business) or Jan Jansen (Safety) for meeting status. Phone list on page 2.

Upcoming Events

Check this space each month for upcoming Tour Group and other aviation events.

Tour Group

- We're looking for someone to take over Tour Group Duties, please contact Brent or Jan if you're interested

Other Aviation Events

- Please send any event news to News@VictoryAviation.org

IMPORTANT NOTICE!!

Please send *all* changes to the people listed below, as appropriate. *Everything* except news items or emergency information should be sent to PilotInfo@VictoryAviation.org, as shown below. If you have new or updated information or status changes of any sort, here's where to send it and whom to contact:

News Items for the Newsletter:
News@victoryaviation.org

Information/Photos for the Web Site:
Webmaster@victoryaviation.org

The following information ALL goes to:

PilotInfo@VictoryAviation.org

- Roster information changes and updates (address, phone, etc.)
- Email address changes
- Resignations/Requests for Inactive Status
- BFR and/or medical certification date changes (updates to the info on your bill)

ICE (In Case of Emergency) contact info:

Brent Clark, (Primary);

President@VictoryAviation.org

Jan Jansen (Secondary):

CURRENT AIRCRAFT RATES

The rates for each aircraft, as listed below, are current as of the newsletter publication date, based on current fuel prices.

351VA (Dakota)	$130/hr
352VA (Archer)	$98/hr
355VA (Skyhawk/Trainer)	$81/hr
356VA (Saratoga)	$145/hr
9515Q (Skyhawk)	$98/hr

FROM THE TOWER

There are a lot of items to be considered when choosing an airplane and I really like the choices Victory Aviation has made over time in creating our fleet. Our newest plane is 20 years old and with the exception of electronics, has more in common with planes from the 1950s than with many of the planes being built today. No this is not a plug for replacing any of our airplanes – yet. What brought this thing to mind was an article in AOPA magazine about the XCub.

The XCub is an FAA part 23 certificated airplane built by CubCrafters out of Yakima, Washington. As the name implies, it is based on the Piper Cub. CubCrafters has for years built parts and kits for homebuilders and decided to take their experience and build the XCub.

Cut to the cool part – 145 mph cruise with a VNE of 167 and 1,084 lb. useful load. I am sure that the 145 mph cruise is not at 65% power but still we are talking about a Cub. The uncool part is a $317,500.00 price tag. That was not a typo. For that kind of money it should come with its own caterer.

I love the idea of having a Cub or a Husky or some tandem taildragger I can hang my head out of as I fly low and slow over the countryside. I also like the idea that my taildragger could take me somewhere at a speed comparable to the Archer. That being said, I think the XCub will have to be at least 20 years old before I can think about getting one.

The Mule (think Asimov)
https://en.wikipedia.org/wiki/Mule_(Foundation)

~ Brent Clark, President

MAINTENANCE & PLANNING

We spent a little under $50,000 to get two planes painted in the last several years. The most recent paint job was done to 351VA and it is only several months old.

ALREADY, there is a major scratch in the paint about 4 inches long and 1/8 inch wide in the cowling under the engine. Looking at how it was formed, there is no doubt that it was made by someone lifting the tow bar so high that it hit the bottom of the cowling and scratched it during a turn.

This is totally avoidable. If it was you, please increase your awareness of what you are doing with the tow bar. We are working hard to keep

our planes in the best shape we can, and occurrences like this are very discouraging, let alone…expensive.

355VA

- Oil change
- Fuse repair

352VA

- No maintenance done

9515Q

- No maintenance done

351VA

- Repaired autopilot
- Replaced Alternator
- Repaired paint scratch on engine cowling

356VA

- Replaced vacuum pump

~ David Oriskovich, Planning Officer

SAFETY SOAPBOX

How a Cessna 182 Crashed From a Bad Combination of Carb Heat and Density Altitude

~by Colin Cutler | Boldmethod.com | 06/26/2018

There's no doubt summer is here. It's hot, and that heat has a massive impact on your aircraft's performance. Even turbocharged aircraft can struggle to perform on high density altitude days, like this Cessna 182...

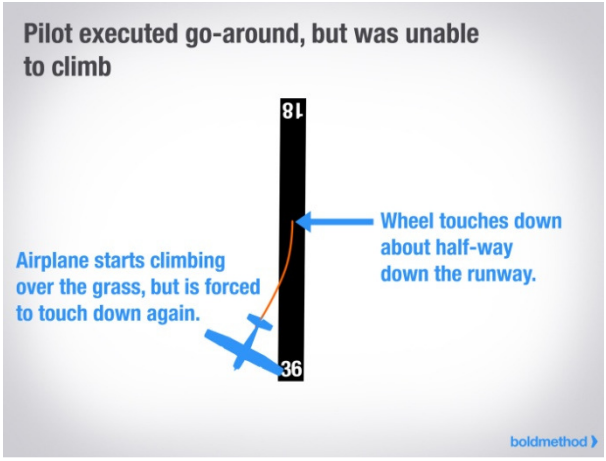
The Accident Go-Around at Lake Tahoe Airport

The pilot reported that during landing the airplane floated half way down the runway, so she decided to perform a go-around. During the go-around, the pilot reported that airplane would not climb initially and one wheel touched down on the runway, which "threw the airplane off kilter." Subsequently, the airplane did start to climb, but the flight path was over the grass to the right of the runway, so she forced the airplane down in the grass ahead. During the touchdown, the nose gear collapsed and the airplane nosed over.

During a post-accident interview with the National Transportation Safety Board investigator-in-charge, the pilot reported that during the go-around, she retracted the flaps to 20 degrees, but she forgot to remove the carburetor heat because she normally flies fuel-injected airplanes.

The fuselage, both wings, and vertical stabilizer sustained substantial damage.

The pilot reported no pre-accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.



The Normal Go-Around Procedure

The pilot's operating handbook for the airplane states that:

For a Balked Landing

1. Power - FULL THROTTLE and 2400 RPM.
2. Carburetor Heat - COLD.
3. Wing Flaps - RETRACT to 20 degrees.
4. Climb Speed - 75 KIAS [knots indicated airspeed].
5. Wing Flaps - RETRACT slowly after reaching 75 KIAS.
6. Cowl Flaps - OPEN.

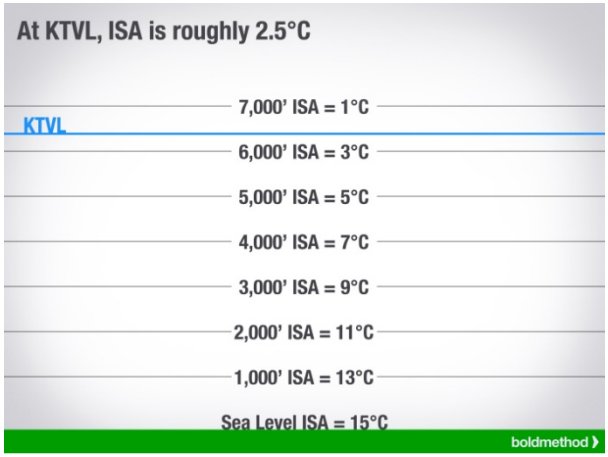
Weather At The Time Of The Accident

Around the time of the accident, the automated weather observing system reported the winds variable at 6 knots, a temperature of 66 degrees

Fahrenheit (19 Celsius), and a dew point of 26 degrees Fahrenheit (-3 Celsius). The airport's elevation was 6,268 feet above mean sea level (MSL) and the density altitude was 8,108 feet above MSL.

66 degrees Fahrenheit (19 C) really isn't that warm, but at 6,268 field elevation it is. ISA is 15 degrees C at sea level, but it decreases approximately 2 degrees C per 1,000 feet. **At field elevation for KTVL, the ISA temperature is only 2.5 degrees C. That means during the go around, the airport conditions were ISA +16.5 degrees C**, which has a significant impact on aircraft performance.

In fact, according to the aircraft's POH, takeoff distance over a 50 foot obstacle with the weather at the airport was nearly 1,000 feet longer than it would have been at sea level on an ISA day. And that doesn't take into account the carb heat that was left on...



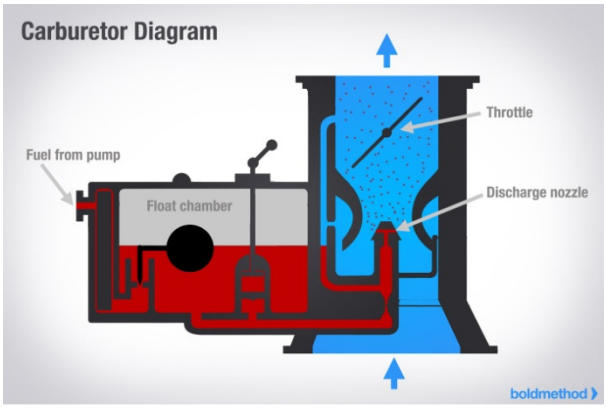
Knowing Your Aircraft, and the Procedures That Go With It

It's likely the aircraft had enough performance to go-around, but when the carb heat was left on, the engine simply wasn't able to produce enough power.

Carb heat routes warm air, usually from the exhaust shroud, into the carburetor. And while that warm air is great at melting ice, it's also just a good at reducing your engine's power output.

That's because warm air is less dense than cold air. When you draw less dense air into your engine, you get less performance as a result, usually to the tune of several hundred RPM less.

The pilot stated in the report that they normally fly fuel injected aircraft, and they forgot to turn carb heat off during the go-around. It's a mistake any of us could make, especially in an unfamiliar aircraft, during a demanding maneuver.



How Familiar Are You With Your Plane?

If you had an abnormal situation like this on your next flight, how well do you think you'd perform?

Most professional pilots are required to go through recurrent training every six to 12 months. And in that training, they go through just about every abnormal and emergency situation imaginable. After reviewing systems and procedures in ground school, and practicing in the sim, they head back to the flight line, refreshed on every procedure in the book.

The same isn't true for GA pilots. We're only required to pass a flight review every 2 years. The minimum required training time for the flight review is 1 hour of ground instruction, and 1 hour of flight time. And getting a checkout in a new aircraft type usually only takes a few hours to complete, despite an entirely new set of checklists and limitations that the aircraft brings with it.

If something goes wrong on a hot summer day, your margin for error can get very narrow.

Plan every flight as if your life depends on it.
***It Does*!**

~ Jan Jansen, Safety Officer

HANGAR RASH

Controller: 'CRX600, are you on course to SUL?'

Pilot: 'More or less.'

Controller: 'So proceed a little bit more to SUL.'