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VICTORY AVIATION

THE FLYER

www.VictoryAviation.org

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May, 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 FRM 6:00 to 7:00.

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

Next Club Mtg. May 15, 2018
Next Tour Group/Safety Mtg. June 19, 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

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

- May 14th Grimes Field Urbana, OH Gathering of B-17's https://goo.gl/3n6X5X
- May 17-19 Memphis Belle Exhibit Opening Events at the National Museum of the US Air Force, Dayton Ohio https://goo.gl/qbx2Lf
- Please send any event news to News@VictoryAviation.org

IMPORTANT NOTICE!!

Please send *all* changes to the addresses listed below, as appropriate.

News Items for Newsletter:
News@VictoryAviation.org

Roster information changes and updates (address, phone, etc.):

PilotInfo@VictoryAviation.org

Email address changes:

PilotInfo@VictoryAviation.org

Resignations/Requests for Inactive Status:

PilotInfo@VictoryAviation.org

BFR and/or medical certification date changes (updates to the info on your bill):

PilotInfo@VictoryAviation.org

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.

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

FROM THE TOWER

If you've ever watched the Andy Griffith show, you've probably seen Andy and Barney on the front porch of Andy's house whittling or trying to peel an apple in one piece or you've seen them participating in a barbershop quartet or some such other activity. The interesting thing is the pace at which things happen in Mayberry: leisurely. Fishing appeared to be a popup afternoon event as opposed to something on the schedule, weeks in advance, and then squeezed in between meetings.

Everyone I know is busy and not just a little bit. They are moving at breakneck speed between school functions, political functions, volunteer functions, sports functions and the obligatory extended family functions. Everyone I know is busy.

That makes me all the more appreciative of the time and effort put in by the Victory Officers, Trustees, Plane Captains, Flight Instructors, Hangar Czar and Plane Wash Diva. Gary Hensler continues to update GPS's. With all that there is to do, the people who do the business end of the club do a great job. Occasionally a housekeeping item falls through the cracks, but never a safety issue.

This month is just a thank you to all the volunteers who put in time and effort to make Victory Aviation the great club that it is.

Imperious Leader

~ Brent Clark, President

WAKE TURBULENCE

New Treasurer Announced!

Pat Kumpf will be taking over as Treasurer, Cory reports that the new rates will be taking effect on the May invoice, old rates on the April invoice which just went out according the the editors email inbox.

MAINTENANCE & PLANNING

By the time you read this, 355VA will be released for regular flying and instruction. 9515Q will return to normal service and the overnight restriction will be removed and placed back on 355VA.

355VA

- Replaced engine, engine mounts and muffler
- Installed 4 point harnesses
- Replaced mixture cable

9515Q

- Completed annual
- Fixed seal under wing root
- Continued troubleshooting fuel transmitter
- Oil change
- New inner tube right main

352VA

- Nothing to report

351VA

- Nothing to Report

356VA

- Completed annual
- Cleaned fuel injection system
- Replaced burned out pitot heater
- Replaced bent rod on pilot's seat

We have had a difficult time finding the problem with the autopilot on 356VA. It has been at the avionics shop numerous times over the past few months, and hopefully we will get this resolved (and it might be according to the email received today (May 9th) from our ever industrious Planning Officer). Thanks for your patience.

~ David Oriskovich, Planning Officer

SAFETY SOAPBOX

Should You Follow the VASI on Final Approach?

~by Swayne Martin

Swayne Martin is an editor at Boldmethod.com, certified flight instructor, and commercial pilot for Mokulele Airlines. He holds multi-engine and instrument ratings, and is an aviation student at the University of North Dakota.

It's a question debated by flight instructors and pilots around the country...after flying a traffic pattern, should you use the VASI as a descent aid for final approach, or should you land close to the numbers to avoid wasting valuable runway?

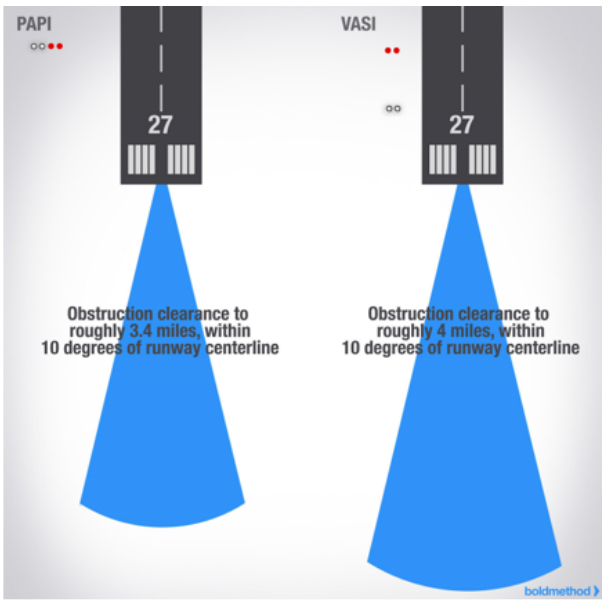
The short answer? Use the VASI when you can, and here's why...

PAPI vs. VASI

Before diving into how you should plan a descent using visual guidance systems, it's important to know a little bit about how they work. For the purpose of this article, we'll use "VASI" as a synonymous term for any vertical guidance lighting system.

According to the AIM, the Visual Approach Slope Indicator (VASI) is a system of lights arranged to provide visual descent guidance information during the approach to a runway. These lights are visible from 3-5 miles during the day and up to 20 miles or more at night. The visual glide path of the VASI provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 4 NM from the runway threshold.

If you see two red lights over two white lights, you're on glide path. Although normal glide path angles are 3 degrees, VASI lights at some airports may be as high as 4.5 degrees to give proper obstacle clearance.



The Precision Approach Path Indicator (PAPI) uses light units similar to the VASI, but are installed in a single row of either two or four light units. These lights are visible from about 5 miles during the day and up to 20 miles at night. The visual glide path of the PAPI typically provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 3.4 NM from the runway threshold.

Two white lights and two red lights mean you're on the established glide path.

Choosing Your Aiming Point

In almost every case, following the VASI will give a single engine piston aircraft more than enough room to land and stop well before the end of the runway. It's much more likely for a single engine piston to land short when aiming for the threshold than to overrun the runway after touching down near the aiming points.

The runway aiming points (commonly called the 1000 foot markers) are a perfect target to descend towards, and you should plan to touchdown within 200 feet of them. If landing performance allows, having some of runway prior to your point of landing will ensure that you don't land short. There's rarely a time when landing on the numbers is safer than landing near the aiming point.

Configuration changes, tailwinds, stop and go landings, and tailwinds are a few reasons why you might plan to land before the aim point markers, to ensure you have enough usable runway left. Because of that, it's not a firm rule to follow every time you land. But in the majority of cases, using vertical guidance to land slightly further down the runway is a safer option.

How You Should Fly Referencing The VASI

Whether flying during the day or night, vertical guidance lighting is one great reference for you to use on descent. On the base leg of your pattern, if the lights show that you're on glide path, you'll probably end up slightly low. The greater rate of descent typical of turns means you'll lose more altitude quicker than a straight-in descent. Because of that, it's OK to fly slightly higher on base than what the VASI indications suggest.

On final approach, use VASI indications to ensure you're flying a stable approach to the runway and aren't chasing the glide path. While it's entirely possible to fly a stabilized approach slightly high or low, the 3 degree glide path has been established as a consistent way to approach the runway without landing short or long.

Landing from an Approach

One of the most common mistakes students make during instrument check-rides is to chop the power and dive for the runway after reaching minimums on an instrument approach. This maneuver inherently de-stabilizes the approach. Unless conditions require the extra few hundred feet of available landing distance you might gain, there's little reason to abandon a glide path in a single engine piston airplane.

There are a tiny number of airports in the country that have extremely short runways coupled with vertical guidance lights. And for these exceptions, you should brief the approach as such.

Entering the Flare from the Pattern or an Approach

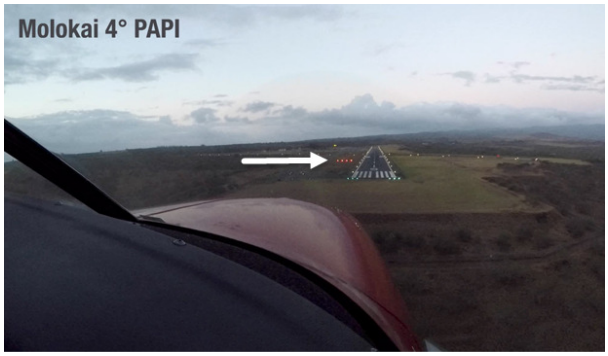
As you approach your flare, stop using references from vertical guidance. Transition your attention to references like the end of the runway or runway edges to interpret your height. The closer you get, the more sensitive the VASI or PAPI becomes and it can be dangerous to attempt following the lights at this point.

Simply put, don't chase the VASI at low altitude over the runway.

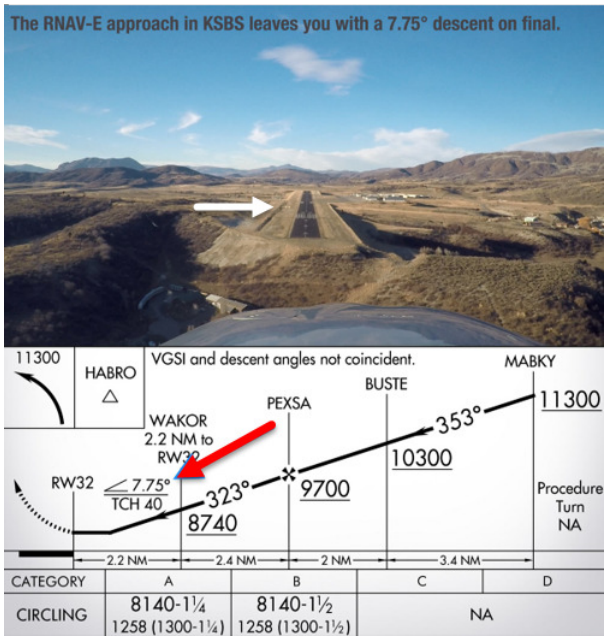
Exceptions are Few and Far Between

At nearly every airport equipped with vertical guidance to the runway, you'll fly a standard glide path of about 3 degrees. But this isn't the case everywhere.

Pilots are prohibited from referencing the 4 light PAPI at Molokai's Airport (PHMK) beyond 1.8 NM from the landing threshold due to rapidly rising terrain. At Molokai, the PAPI is situated at a steep 4 degree glide path and is installed as a reference for straight-in approach traffic. If you fly the standard traffic pattern at Molokai, there's more than enough room to maneuver and land without terrain conflicts by flying a standard 3 degree glide path. In cases like this, there's nothing wrong with ignoring the visual glide path indications.



At Steamboat Springs, Colorado, the 2 light PAPI for Runway 32 is situated at 4 degrees due to rising terrain. The RNAV(GPS)-E approach to this runway requires an extremely steep 7.75 degree descent path from MDA to landing if an aircraft breaks out at minimums. Because of this, instrument traffic usually flies well above the vertical guidance indications provided. The PAPI is really there if you visually acquire the runway well before MDA, or as an aid for visual traffic.



Exceptions are few and far between. Unless you see notes in the chart supplement's airport description, there's no reason to plan on ignoring a VASI or PAPI.

It's an Easy Way to Ensure a Safe, Smooth Touchdown

The VASI/PAPI should be used in almost all cases. You don't want to solely rely on GPS, but you still use it. You don't want to solely rely on an autopilot, but you still use it. Vertical guidance from a PAPI or VASI is the same. It's a great way to ensure you fly a standard, stable approach with plenty of runway on either side of your touchdown. While you shouldn't solely rely on it, there's rarely a good reason to ignore vertical guidance indications when they're available.

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

~ Jan Jansen, Safety Officer

HANGAR RASH

Tower: Cessna XYZ, what is your heading?

Cessna XYZ: XYZ heading southwest.

Tower: Cessna XYZ, what is your heading?

Cessna XYZ: XYZ heading southwest.

Tower (agitated): Cessna XYZ, I need to know your heading.

Cessna XYZ: XYZ heading southwest.

Tower (very agitated): Cessna XYZ, fly heading 225 degrees.