



THE FLYER

www.VictoryAviation.org

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Current Roster	July 2018
Current Rules	October 2017



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/FzVPe>

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

Aug 25 & 26 Living History Flights at Harry Cleaver Airport, New Philadelphia, OH (KPHD) 8a-5p. Flights in a DC-3 and/or B-25 call 330-340-2999 to reserve a seat.

Sept 15 & 16 Fourth Annual Wings and Wheels Fly-In/Drive-In at Marion Airport (KMNN) <http://wingswheelsmarion.org/>

Sept 22 & 23 World War I Dawn Patrol Rendezvous, US Air Force Museum Dayton. <https://www.nationalmuseum.af.mil/Upcoming/WWI-Dawn-Patrol/>

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

IVA is currently grounded due to significant rudder damage and it is a mystery as to where that damage came from. We will look into the possibility that the rudder suffered a binding issue but there appears to be no impact damage. The damage was not there at Oshkosh and I am NOT

accusing the pilots who have flown the plane since its return.

This is not the first time that a club plane has sustained unexplained damage only to be found by a member pre-flying a plane. Several years ago, 15Q had a broken left seat back I noticed when during preflight I could not adjust the seat to an upright position. No one reported it beforehand and I grounded the plane. It is possible no one noticed it beforehand but then that presents us with two potential problems.

1. Not reporting damage
2. Not noticing damage

Unfortunately, I know both of these things happen in the club. Both are safety of flight issues but while one is negligent the other is malicious.

I find it offensive that anyone would damage a plane and choose not to report the damage to a captain or the planning officer. I am offended enough at this that I would seek the immediate expulsion of any member who would do this. Anyone whose lack of judgment would leave a damaged aircraft in service for the next pilot to fly does not deserve a license let alone membership in this club.

Not noticing damage, while not malicious, can result in similar consequences for a flight. We generally know the condition of our planes and it can be easy thing to do a less than thorough pre-flight. Not all damage is as easily spotted as the rudder damage mentioned. A post-flight inspection might be advisable if you encounter anything unusual during your flight.

If you observe damage to a club plane, please report it to the plane captain or planning officer right away. Also, take steps to ground the airplane and inform the next pilot if damage so warrants.

Lord Vetinari

~ Brent Clark, President

MAINTENANCE & PLANNING

355VA

- Oil change
- Fuse repair
- Remove broken bolts from right wheel, repair and new tire

9515Q

- Oil change
- Fuel injector inspection AD
- Magneto check

352VA

- Oil Change

351VA

- Replaced DG

356VA

- Oil change
- Fixed ammeter
- Fabricated bracket for Tannis heater plug
- Checked magneto timing

~ David Oriskovich, Planning Officer

SAFETY SOAPBOX

Best Glide or Minimum Sink?

~by Colin Cutler | BoldMethod.com | 01/18/2018

Colin is a Boldmethod.com co-founder, pilot and graphic artist. He's been a flight instructor at the University of North Dakota, an airline pilot on the CRJ-200, and has directed development of numerous commercial and military training systems.

When you think about power off landings, there are probably a lot of things that go through your head, like finding an airport within gliding distance, finding an off-field landing site if there aren't any airports, and last-ditch efforts to get your engine running again before you're out of altitude.



In 2013, there were thirteen fatal accidents related to power off landings, according to the NTSB. You're faced with some very serious

decisions during a power off landing. But after you've run your checklists [and your immediate action memory items] and determined your engine isn't coming back to life, handling a power-off landing really comes down to three simple things: aviate, navigate, and communicate.

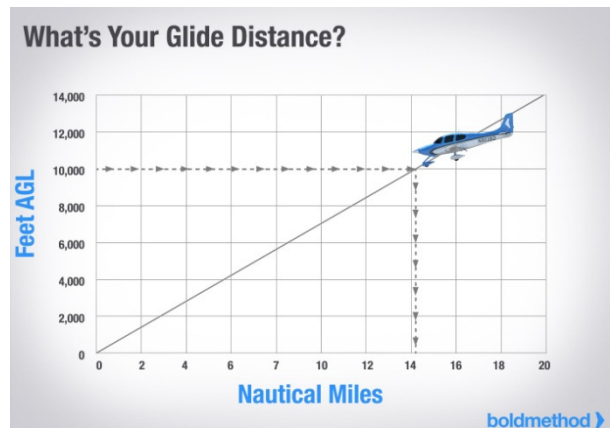
Maximize Glide Range or Time Aloft?

The first question you need to answer in a power-off landing scenario is this: do you want to maximize the distance you can glide, or do you want to maximize the amount of time you can stay aloft?

Most often you want to maximize the distance you can glide, at least initially, as you set up for a power-off landing. The airspeed you want to pitch for is best glide speed.

No matter what aircraft you fly, best glide speed is usually published in the aircraft POH and it's the best airspeed to start with as you're setting up for a power-off landing.

Best glide gives you the best glide angle as you drift down, which means that if you maintain best glide all the way to the ground, you'll travel the furthest distance possible without power.



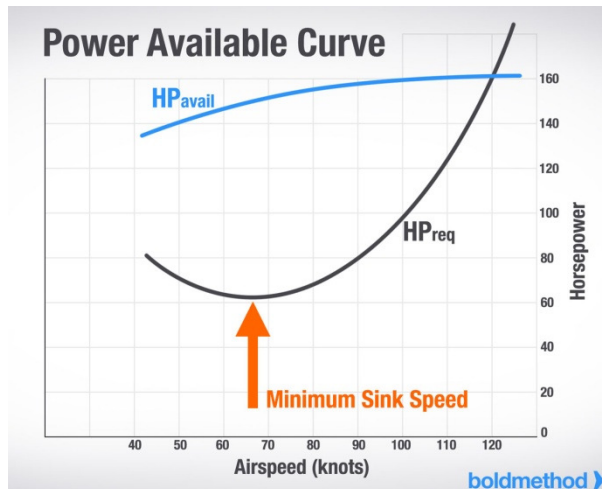
There's something you need to keep in mind about best glide, though. Like most airspeeds in the POH, best glide is calculated at max gross weight. And as weight decreases, so does the speed that will maximize your distance. The change is minor, but if you're trying to get the most out of your glide and you're lighter than max gross weight, a slightly slower speed may help you out.

Maximizing Your Time Aloft

If you want to stay in the air for the longest time possible, you want to fly at the minimum sink speed. Unfortunately, there's a problem with that. The minimum sink speed is rarely published for

powered aircraft. But there is a way you can figure it out: try it in your plane.

Minimum sink is always slower than best glide, because it's the point on the power required curve where the least amount of power is required. Keep in mind, though, you're going quite a bit slower than your best glide speed, and that can significantly impact your glide range.



Unless you have a good landing site below you, and you're trying to maximize your time aloft to troubleshoot the engine and talk to ATC, minimum sink isn't necessarily going to be as helpful as sticking with best glide will be.

Selecting a Landing Site: Airport

Once you've accomplished the "aviate" part of the flight by configuring the airplane, and pitching/trimming for best glide, your next step is to "navigate" and find a place to land.

When it comes to landing sites, you really have [only] two choices: land at an airport, or land somewhere else. Typically, your first choice is to land at an airport, if you can.

If you have GPS on board, whether it's panel mounted or an EFB like ForeFlight, the "Nearest Airport" function gives you a quick list of nearby airports.

Once you pick an airport and go direct to it, you'll know your distance to the runway. The next question is: can you get there? That's where some quick mental math comes in.

Most GA airplanes, whether they're a Cessna 172, or a Cirrus SR-22, glide about 1 1/2 miles for every 1,000' of altitude.

So for example, if you're 4,000' above the ground, you'll be able to glide about 6 nautical miles before your wheels are on the ground. You

should always look at your POH maximum glide chart, but if you don't have it handy during your next engine failure, the 1 1/2 miles per 1,000' feet will at least get you close.

If you have ForeFlight's new "Glide Advisor" feature, that can tell you even faster what airports you're within gliding distance of [with adjustments for terrain elevations].



No GPS?

So what should you do if you don't have GPS? Pull out your sectional chart, if you have time. You probably won't have a plotter handy to measure the distance from your position to a nearby airport, but you can always use the distance measurement at the bottom of the chart. Use your fingers to get a measurement from your position to the airport, move it down to the legend, and there you have it, the distance to your airport.

If you have time, estimate distance with your sectional chart.



Approaching the Airport

As you get close to the airport, you need to plan your landing, and that's going to start by choosing a runway. There are a few ways you can do it. If you know the ASOS frequency, you can dial it in and pick up the winds. And if you're in a position where you're circling over the airport at altitude, you can look at the wind sock.

But there's one more way that might even be easier: talk to ATC.

That brings up step three of the power-off landing process: "communicate".

If you have even a little time before reaching the airport, you should try to let ATC know you're having an emergency. First, squawk 7700. If you're in radar contact, that will light up ATC's radar scopes. At that point, they'll start tracking you and getting emergency response ready.

Also, you want to talk to ATC if you can. So what frequency should you use?

There are a couple you can start with. If you don't know what Center or Flight service frequencies are available where you are, start with a radio call on the universal emergency guard frequency of 121.5. 121.5 is meant for aircraft in distress, and most ATC facilities monitor the frequency.

If you're within range of ATC, they'll hopefully hear you. Many airline and corporate jets monitor guard frequency as well, so if you can't reach ATC, there's a good chance you can reach a jet flying above you, and they can relay information back and forth to ATC.

And if none of that works, you can always try the universal Flight Service frequency of 122.2.

Can't reach anyone on guard? Try Flight Service on 122.2



Getting Ready for a Runway Touchdown

As you approach the airport, if you have enough altitude, you want to circle down over top of the airport. That keeps you close to the runway, and lets you set up for a normal landing.

At about 1,000' AGL, enter downwind for the runway, and keep your pattern tight, because you only have one shot to make the runway.

You also need to pick an aiming point for touchdown, so you know when to turn your base leg.

A good way to pick an aiming point is to visually split the runway into thirds, and aim for the point where the first and second thirds meet. That will help you make sure you don't end up short of the

runway, but that you still have plenty of room to stop.



As you're abeam your aiming point, turn base. At this point, you also want to start flying your normal pattern speeds. As long as the runway is assured, add partial flaps as well.

As you turn final, judge how you're looking for a glide path to the runway. Keep in mind that you'll be higher than a normal 3-degree glide path, but you're also descending much faster because you don't have power.

At this point, you want to aim for your touchdown point, one-third down the runway.

If the point is moving down in the windshield, it means you're high, and it's probably time to add more flaps or slip to lose altitude. But you want to keep in mind that you need to be absolutely sure you'll make the runway before you add flaps.

And if your aim point is moving up in the windshield, it means you're getting low on glide path, and you shouldn't add any more flaps until you're sure you'll make the pavement.

As you cross the threshold, you need to focus your attention on a safe touchdown. You're still aiming for the touchdown point, but if you're high and fast, it's better to land a few hundred feet beyond the touchdown point, than it is to force the airplane on to the landing spot.

Selecting a Landing Site: Off-Airport

If you can't glide to an airport, you need to pick the next best thing. And most of the time, you have quite a few options.

When you're preparing for a power-off landing, there are two things you need to consider to make your landing survivable.

First, you need to keep the cockpit and cabin as intact as possible by using dispensable parts of the

plane, like the wings, landing gear and bottom of the fuselage to slow you down during landing.

And second, you need to prevent your body from hitting the inside of the cockpit during touchdown, by making sure your seat belt is tight.

[Be sure to unlatch the door(s) and crack them open to keep them from jamming and to allow you to get out.]

Most GA airplanes are designed to protect you at up to 9 Gs of forward acceleration.

Look at these examples: if you're flying at 50 MPH, the required stopping distance at a 9G deceleration is about 9.4 feet.

And if you're flying at 100 MPH, the required stopping distance at a 9 G deceleration is about 37.6 feet.

Think about that for a minute: 37 feet isn't a lot of required stopping distance in a survivable crash. In fact, it's just a little bit longer than the fuselage length of your plane.

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

~ Jan Jansen, Safety Officer

HANGAR RASH

Don't Mess with the Navigator

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."

Being a Fighter Pilot

"Not all those who fly fighters are fighter pilots and not all fighter pilots fly fighters—some of them drive trucks. 'Fighter pilot' is a state of mind, not a title."

Red River Valley Fighter Pilots Association (a.k.a. River Rats)

Fighter Pilots Do It Better

Expanded version of the River rats' quote above, courtesy of a gentleman named Charlie Tipton on the F-4 Phantom group on Facebook. It came from a plaque on his Ready Room wall that was purchased in Taiwan in the mid-1970s.

"The fighter pilot has certain characteristics that give him a distinct individual identity. The ideal fighter pilot puts his all into everything he does. He has a "can do" attitude. He displays enthusiasm and instills this feeling in those about him. The fighter pilot believes the job should be done the right way and only one time, the first time.

He tries hard to be the very best at everything he does. He expects others to do the same. The fighter pilot tries to be an expert in his field, always seeking new knowledge and experience. He tries to broaden his experience by not confining himself to one narrow channel.

The fighter pilot believes in himself. He has a tremendous amount of pride in himself and in everything that he does. He works hard and plays hard; always a competitor in both, to the very best of his ability. When he discovers a problem he always comes up with the answer. Although he thinks for himself he never fails to seek the advice of those who might lead him to the right answer.

He respects those who have earned respect. He is more than willing to help those who need help.

Do "fighter pilots do it better?" Yes, they do everything better! But nowhere above does it state that fighter pilots fly aircraft or engage in aerial combat. You don't even have to fly to be characterized a fighter pilot. A fighter pilot is more than a flyer. A fighter pilot is an attitude and people with that attitude, no matter what their station in life or their job, really do do it better."

