



THE FLYER

www.VictoryAviation.org

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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/FzWPe>

Next Club Mtg. Oct 16, 2018
Next Tour Group/Safety Mtg. Nov 20, 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):

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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

In honor of El Presidente having a palindrome birthday he has taken the month off from passing

along any words of wisdom other than Mick is doing a spectacular job at keeping the airplanes clean!

~ Brent Clark, President

WAKE TURBULENCE

Annual Currency Forms

Annual Currency Forms (as required by Club Operating Rules) are due no later than November 15th.

Copies of the Annual Currency Form have been included with this issue of the newsletter. They will also be posted on the Club web site.

BE SURE TO USE THE NEW ONES THAT WERE RECENTLY SENT OUT!

Again, the **deadline is November 15th**, with **NO EXCEPTIONS!** This gives you 60 days, as required by Club rules, to get it filled out and submitted. After this date, public floggings will begin and your scheduling and flying privileges **WILL** be suspended until we receive the Currency Form.

It takes only a few minutes, so why not do it as soon as it arrives and get it out of the way while it's still fresh in your mind? We don't want anyone left sitting on the ground and we hate being the bad guy, so please don't be a dunce and be one of the few stragglers who get grounded every year.

PLEASE NOTE THE FOLLOWING (we keep trying to make the process ever more idiot-proof, but...):

- There are **TWO** versions of the Currency Form; **be SURE to use the correct version!!!**
 - The **Word file** is **ONLY** for typing in the information on your computer, and then printing it out so **DON'T** try to fill it out by hand and cram everything into a 1" space on the form. If you're filling it out *by hand* and wondering why there's so little space provided, you're probably using the wrong version of the form;

despite the detailed instructions, we *still* get a few of those every year.

- The **PDF file** is **ONLY** for printing and then filling out by hand (note that it is set up with space in which to write, **UNLIKE** the Word version).
- This is a one-page form; do not print it across two pages. Adjust your print settings as needed to print only one page.
- Hard copies **ONLY**; e-mail submissions will **NOT** be accepted.
- **DO NOT** send in your Currency Form with your bill payment – it goes to the Safety Officer, **NOT** to the Treasurer. The mailing address is at the top of the form.

Thanks in advance for your cooperation!

~ Jan Jansen, Safety Officer

MEMBER & TRAVEL NEWS



Another one of our younger Victory alumni makes it to the big leagues: as of yesterday, Oct. 8, after several years and thousands of miles as a Citation captain, Mat Young will now be flying for Southwest.

Another of our young alumni, Jeff Labrie, started with ASA and, since last fall, is now flying for Delta.

Well done to both!

MAINTENANCE & PLANNING

The maintenance & planning section is a little light this month, Dave Oriskovich asked Alan Koch to fill in for a month but left out the details for the newsletter, Alan has been attempting to get input from the plane captains but there has been a revolt from the plane captains. We've heard rumor that Mick has started a not so secret campaign that non-contributors would make spectacular plane wash organizers.

There is further rumor that Dave O is claiming that it's all Amy's fault and that Dave Gold is happy that he's not responsible for any broken airplanes and will be going back to sorting his sock drawer for the weekend.

352VA

Archer is in good shape with 2 exceptions.

1) The autopilot is erratic and scheduled to go to the shop in late October. More on that after the shop reports back.

2) Also, the ELT activated "on it's own" this morning so it is now in-op. Elite is handling the repair/replacement.

(Thanks to Amy, Allen, Cincy Jet and Elite for their quick response to the issue. The unit was removed and W&B updated. We are legal for 90 days without it.)

- As I mentioned in an email last month, the annual inspection was completed and the rudder issues were fixed. (steering horn, Zee bracket assembly, rudder pedal bushings pulleys etc. were replaced)

- replaced left main tire & tube

- vacuum pump replaced

- replaced points in both mags and small gear in right mag

- replaced cracked with aftermarket sun visors

~ **Bob Overman, 2VA Plane Captain**

(not responsible for keepign 2VA clean...)

SAFETY SOAPBOX

Partial Panel Prognosis

By Richard Lanning

Richard Lanning Ph.D. is a graduate of the U.S. Naval Academy and a pilot for more than 30 years. He is a FAA Team member, an active CAP mission pilot, CFII and CFGI.

This article originally appeared in the August 2014 issue of IFR Refresher magazine.

Partial panel is often viewed as a loss of vacuum instruments—the gyros. In reality you have a partial panel any time you lose one or more of the required instruments regardless of how they are powered or even their particular function. Losing any instrument deprives you of information that may have a crucial impact on the safety of the flight. Few pilots think of the thermometer as an important instrument but when flying through clouds in the winter, it becomes vital.

Pilots have become very dependent on the attitude indicator (AI)—probably too dependent. This instrument is critical to the safety of flight in IMC conditions. Pilots tend to forget it is not normally a primary instrument except when establishing a change in attitude for the aircraft. As a refresher, the primary pitch instruments are airspeed indicator and altimeter; primary bank are heading indicator (or mag compass) and turn and bank indicator and primary power are tach/mp gauge and airspeed indicator.

AIs can be vacuum or electrically powered. The emergence of glass panels has given the attitude indicator a new look and feel and (fortunately) a mandatory conventional AI as a backup. With today's glass cockpits, a loss of the AI is not quite as serious as it is for pilots flying steam gauges.

With almost every cockpit sporting some form of GPS, the loss of a gyrocompass is likewise not as serious as in the past. There is less need to resort to timed turns or compensating for magnetic compass turning errors on the loss of a gyrocompass.

Older cockpits typically do not have all the bells and whistles of the newer cockpits. A vacuum pump failure may not elicit a warning light or a gyro gradually spinning down may not display an error flag. Loss of vacuum may be the more desired scenario since it tends to reveal itself faster than a gradually failing gyro instrument—the most insidious and dangerous type of instrument failure.

Stuff Happens

On a recent IFR trip, I had the displeasure of experiencing the loss of the AI. The symptoms were subtle. According to the AI the nose of my aircraft was slightly high. Cross checking with my other instruments I was flying straight and level. A quick check of the vacuum gauge showed plenty of suction. So, I adjusted the miniature airplane to the artificial horizon. This continued over the next 30 minutes. It was readily apparent something was wrong when I could no longer adjust the miniature airplane to the artificial horizon. During this time bank appeared to function normally on the AI. It wasn't until the AI bottomed out that the gyro finally tilted over and died.

Fortunately, I had several things going in my favor. First, I had an electrically powered HSI so I retained reliable directional information. While there was no indication of a vacuum pump failure gauges are known to read incorrectly so I was still glad I had the electric HSI. For those with vacuum powered gyrocompasses, crosschecking the gyrocompass frequently with the magnetic compass could help spot a pending failure sooner. While all gyrocompasses precess over time due to internal friction, experientially you have a feel for how rapidly this normally occurs for your particular airplane.

Providentially, I had just completed an IPC, which included partial panel work. Having that recent experience may have saved my life. When is the last time you flew partial panel? Third, I was already alert that something was not quite right with the AI so I was mentally prepared for its inevitable demise. Fourth, and very importantly, my aircraft was trimmed for straight-and-level flight. I have the good fortune to own a plane that can be trimmed around all three axes. Being in trim makes partial panel flying easier. Lastly, the failure occurred in calm air.

When an instrument fails, maintain the cardinal rule of: aviate, navigate, and then communicate. As often suggested, cover the offending instruments. But how many pilots have something readily at hand to do that? Keep some instrument covers in the flight bag. A small pad of sticky notes works well, but stay focused on flying the aircraft. Since it was night, I loosened the bulb over the AI so while it was still visible it was not nearly as discernible as the other instruments.

Many applications that can run on a tablet or smart phone can provide a pseudo instrument panel. I would not want to trust my life to one of these without thoroughly testing how well it works beforehand. Unless the device is mounted in front of you, it could easily distract from the primary instrument scan and moving your head around in IMC is not a good idea—are you really ready to interpret an artificial AI mounted on the yoke tilted 30 degrees left or right?

One device you should take advantage of is the autopilot if so equipped. Even a simple wing-leveler can reduce the workload and anxiety. You do need to know how the system operates and is configured or you could easily make things worse. In-the-soup is no time to be learning aircraft systems.

In general, pilots are slow to recognize loss of instruments. How many have run out of gas due to a failed fuel gauge? Pilots also tend not to want to confess to ATC that they have a problem. ATC is there to help. Advise you are “no-gyro” rather than “loss of vacuum.” They should understand the former but not necessarily the latter. ATC is in the best position to get you to VMC conditions and can minimize future maneuvering required. They can also help get you to an airport that can offer an Approach Surveillance Radar (ASR) approach. If you have never done an ASR approach, you should experience it. If near a military base, the controllers typically appreciate the opportunity to practice these and some may have a Precision Approach Radar (PAR) approach, which are virtually non-existent at commercial airports.

The key to survival in a partial panel situation is practice, preparedness, and knowing your aircraft.

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

~ Jan Jansen, Safety Officer

HANGAR RASH

Notice of Proposed Rulemaking (NPRM)



Part 0, Section 000 (a) I(c)

Section I – No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II – If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III – Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV – The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

