

# EAA CHAPTER 974

## NEWSLETTER AUGUST 2004

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### THE PREZ SEZ

If you have been living in a cave and haven't heard yet, it has finally become a reality. The Sport Pilot/aircraft rule has slipped out of the government beurocracy and made its way to us just in time for Oshkosh. Hopefully this will open many windows of opportunity to get more people in the air. I know it will give manufacturers a big market of aircraft to sell to. They have been designing them for the past couple of years. We'll see them standing by their planes smiling big time. They pushed hard to get this passed also.

Wings weekend was another successful event. We made a few hundred dollars for the chapter and watched many pilots get their fill of burgers and dogs. Thanks to all those who stopped by and helped out. With such great team effort it becomes a fun time operating the food booth. And a huge thanks to VP Ron Fosythe for taking the helm and organizing everything to run like a well oiled machine.

Our next event is sneaking around the corner quickly. The pre-Flying Circus pancake breakfast, static display and "fly-bys" (really a take off, fly pattern and land, to keep it legal). We're gonna need your help again, flipping pancakes ,setting up planes on display or doing "fly-bys". Mark Taylor is working like a madman getting this organized. If we can add you to the list please contact him or myself quickly. We only have a couple of more weeks and we have a lot of empty spots to fill.

Thanks, and hope to see ya at Oshkosh  
Tom Linfert

### AROUND THE PATCH

by Steve Statkus

A flying Buddy of mine, (who will remain nameless) observed recently during a downwind leg to landing at I69, "You know I've never seen you fly a standard approach." Well, I ignored this comment thinking it was just another in a long series of disparaging remarks about my piloting skills. As we were rolling down the runway heading for the turn off I asked my all-knowing passenger what he was talking about. "You know, on speed, on altitude, 90 degree corners and constant rate of sink, all that stuff." "Sure," I said, "all that stuff." It wasn't a week later that I picked up one of the aviation magazines and there was the article on stabilized approaches. "Hmmmmm." I ALSO remembered reading in our newsletter sometime ago about proper pattern departure procedures. "Hmmmmmmm, maybe I ought to polish my technique" says I.

Several days passed and I found myself at I69 with about a hour to

kill. Sky was clear and the pattern was empty: just the conditions for some pattern work. Stabilized and Standard patterns here we come. After my runup, I did a 360 to clear the airspace around I69, set my elevator trim and took the runway. I carefully lined up on the centerline and fed in the coal. The Chief picked up speed and her tail as I steered the left wheel right down the centerline until the bird levitated. I let the speed increase to 60 mph then pulled into the climb at 60. Climb straight out to 1300 MSL, oops, forgot to set the altimeter. Let's see, the airport is at 850 feet,.....I'm about 200 feet, so I'll.....what the hell forget it. I'll set it to 850 on landing.

When I get to these houses ahead we'll say that's 1300 and turn. Head for the lake and continue to climb until we're over that field with the junk car, should be about 1500 and, oops, too tight of a corner back there. Swing it out a few degrees then turn. Oops, forgot to lift my wing and clear the area before I turned. Shoot, I'm past my turn point to downwind and higher than I wanted. Well throttle back to 2000 rpm, that's 60 mph. Dam I'm too close in to the runway. Swing out a bit and start setting up for the descent. 1800 rpm, full nose up trim, power to 1500. Call downwind. At the numbers pull carb heat, oops to close in again, must be a cross wind. Well, pull all the power off and "How did that airspeed get to 80?" Pull to slow and start the turn. "Claremont traffic 10E is base...oops, nope, well short final for 22 Claremont." Better slip to make the numbers, full rudder and opposite aileron, shoot it's not enough. We'll be landing long, hold the slip right down to the

ground.....TAKE IT OUT!!! Shoot, too fast, bounce, straighten it out, back stick, thump, KEEP IT BACK!!! Brakes, carb heat in, TOO MUCH LEFT BRAKE! RIGHT FOOT AND POWER! Pull power and settle it down. Brake again for the get off, exit stage left.....whew! I thought this bird had the no bounce gear? Well, might as well put it away. Oh, set the altimeter to 850 feet.

"I don't know what my flying Buddy was talking about, that was a my standard approach. Ah well there's creators and critics. Next time I'll practice my departures.

Steve

### FOOTNOTES

If you haven't seen it yet, check out the flyer for our Pancake Breakfast/Flying Circus in the EVENTS OF INTEREST section of our webpage. Thank you Elizabeth Szoke for putting it together on short notice.

You know, a bad idea is a bad idea no matter who accepts it, or how many people do it. The other day Mark Taylor and I were flying around to different airports, dropping off our Pancake Breakfast flyers. We got back to HAO when three other planes decided to arrive. I won't get into the poor position reporting when they were inbound, but for some reason two of the pilots decided to enter the pattern by a midfield cross-over AT PATTERN ALTITUDE ! The communications on the radio got a little hectic as everyone was trying to spot everyone else, not really sure of where all the other traffic was. I've spouted about this issue before in the newsletter, but it takes a day like that one to really appreciate the potential consequences. This maneuver is an accident waiting to happen, whether entering the pattern or taking off. How many accident reports have we read that said things like, "CLEAR DAY, UNCONTROLLED FIELD, PILOTS FLYING VFR, FUNCTIONING RADIOS, MID AIR COLLISION IN THE TRAFFIC AREA". If the accident potential for this maneuver is not clear to you, let me put another way. I like you. I like seeing you at the chapter meetings, and running into you at other events. I want you to live a long life. I wish you many flying hours. Do me a small favor - don't do this, and if someone else is flying the plane don't let them do it either.

I wasn't able to make it to the Open House last month. Things got out of hand time wise. I want to thank Bob Dombeck for these pictures from the event - makes me feel like I was there a little.







See you at the next meeting  
George Deeb  
Editor

**END**

