

# EAA CHAPTER 974

## NEWSLETTER SEPTEMBER 2004

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### THE PREZ SEZ

A great turnout of members from 974 and 174 at Oshkosh this year. Lots of interesting planes and people as usual and always a fun time at the campgrounds. There were lots of stories told and the laughs seemed to never stop as we sat around the citronella campfire. For a special treat Barry Fear performed his magic flaming lantern trick that amazed us all.

Congrats to Mark Taylor for organizing and running a successful pancake breakfast and fly-around performance for the flying circus. All those late nights of planning and sore fingers from dialing the phone fed over 75 people and made a few more bucks for the chapter. And a big thanks to all those who came out to help. The show was spectacular as usual. If you have never seen it you are missing one of the most amazing shows aviation has to offer, and the price is unbeatable.

If you have any thoughts for the calendar next year please bring them to the next meeting. We will be starting on that soon so we can get it out early again. Another thought is a candidate for VP. Ron will be needing a good person to help next year. It is not too early to start your campaign. I made a visit to Art West's house to buy some of his fiberglass (good stuff and a great price if you need some) and got the grand tour of the Greatlake. It's an impressive and well built plane. He is finishing up the insides and starting to cover some of it. Looks like it will make it to the sky by next year.

The airport has been very busy with new planes this year. Scott, Ron G. and Bill all got their RVs flying. Ken J. has a KR in the air. A Davis from Brian is flying around and Greg's new Pup is training UL pilots. There has also been word that George Theobald has been taxing the Catalina down to the far end of the field checking out that big puddle over there.

Hope to see you all at the next meeting  
Tom Linfert

### FOOTNOTES

#### **Safety and Courtesy:**

I wasn't going to write about this any more, but since the last newsletter I have received positive and negative feedback on the subject of midfield crossovers at pattern altitude. Thanks for the feedback, both pro and con. Both viewpoints referenced the AOPA document located

by this link <http://www.aopa.org/asf/publications/sa08.pdf>

One writer said, "This is the second newsletter that you've complained about a perfectly acceptable pattern-entry technique that many (including my) instructor teach for non-towered airports. We all now know how you feel, but I'd prefer that you not use the chapter newsletter to rant about something that the AOPA Air Safety Foundation acknowledges as safe and appropriate (top right of page 9)....We all watch things that we don't like or think are unsafe in the air, I once had Martha Lunken bust my pattern by entering the wrong way on short final in a big radial (T-9?) while I was transitioning base to final. I didn't like it, but I'm not going to convince her that she was wrong. At least if you state your opinion and offer something like the ASF's recommendations above, which you might have included with the newsletter to add some teaching value, it's more than just a personal opinion. Just my 2 cents."

In defense of myself, I would like to say that if I complained too much it was only in an attempt to bring something to everyone's attention. I had an aerobatics instructor once who had years of experience in aerobatics and in the plane he taught it in. Since he taught from the back seat, he spent a LARGE amount of time going over and over the method to exit the aircraft in case of an emergency. This was completely understandable, since if the front seat passenger didn't exit the aircraft as quickly as possible, the back seat passenger (him) was blocked from getting out (greatly increasing the pucker factor). There was a procedure he had taught for years - it was the accepted procedure, and he had never questioned it - until I pointed out the flaw that could get him killed. It was after several weeks of lessons, that I noticed something he never did - the exit procedure he constantly stressed was flawed. He taught that I should (1) release my harness, (2) pull the hinge pins from the door, (3) push the door out, and (4) exit the aircraft. When I pointed out to him that if we were inverted and I followed the procedure, I would fall striking my head or neck against the steel tube frame with the full force of my body weight. This would at best injure me, and at worst knock me unconscious or kill me - bad for me, but also bad for him as his exit from the crippled aircraft would be blocked, not to mention the hinge pins and door remaining in place. My correction was simple - pull the hinge pin and push out the door first, then release the harness with one hand while keeping the other hand extended overhead. Even if I forgot to extend my hand and got knocked out or injured, all the back seat passenger would have to do is push my limp body out the already open door to clear the way for himself. I know - I get verbose at times, but the point of this story is that if you let yourself be blinded by someone's greater experience or ratings or whatever, and accept what they tell you without question, well frankly, your screwing yourself.

The AOPA document states that while performing this pattern altitude midfield crossover, you should, "Give way to aircraft on the preferred 45-degree entry and to aircraft on downwind." Lets look at that. You are crossing midfield and suddenly spot a plane on downwind coming towards you. You could step on the brakes if you had any, but that would just put a large burn spot somewhere on the airport. If you turn to the right, the plane on downwind sees you coming at him and will probably feel forced to break off abruptly. You could turn left, away from the plane, which would see you as cutting them off in the pattern, and if close enough forcing them to maneuver away. You could climb, but unless you have a high performance aircraft it would look to the other plane like you are still coming at them. Finally you could dive - hope there are no tall water towers around. And by the way, the AOPA document calls it an acceptable procedure - they never said it was safe.

Bottom line - you are a big boy (or girl) now. You make your own decisions, and live by their consequences. Personally, I don't care if it's an instructor or the government or the AOPA that says something. If it seems wrong to me and I can explain why, then I will challenge it and not accept it.

### **The holy grail of drag reduction:**

Well, the experiment is over. I gave it a good shot, but the straight razor was a disappointment. I tried shaving the trouble spots from every angle possible, and it just didn't do

as good a job as my double edged safety razor. I even had it professionally sharpened, and it still didn't work as well. In some spots even a disposable worked better. I would have thought otherwise but it just goes to show you that sometimes things aren't as obvious as they seem. Since this experiment cost me many nicks, I'm going to drop it at this point. **SPECIAL ONE TIME OFFER. YOU ALSO CAN SATISFY YOUR CURIOSITY! JUST CHECK THE CLASSIFIEDS BELOW.**

**See you at the next meeting**  
**George Deeb**  
**Editor**

## **CLASSIFIEDS**

**FOR SALE:** Barely used Straight Razor and Leather Strop - \$80. Contact George at [submissions@eaa974.com](mailto:submissions@eaa974.com)

**FOR SALE:** I have a turbine spray outfit, that I got from Harbor Freight, just like the one that comes from Campbell H. NEW, still in the box - \$75.00. Contact Bill Conn [84783@concentric.net](mailto:84783@concentric.net)

## **Flying Humor**

submitted by Bill Conn

**All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:**

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen!, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

Heard on a Southwest Airline flight. "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing

and if you can light 'em, you can smoke 'em."

On landing, the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane"

"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Ronald Reagan, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, I'm sure as hell everything has shifted."

From a Southwest Airlines employee: "Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised"

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

"Your seat cushions can be used for flotation; and, in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

And from the pilot during his welcome message: "Delta Airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

Heard on Southwest Airlines just after a very hard landing in Salt Lake City: The flight attendant came on the intercom and said, "That was quite a bump, and I know what! y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day: During the final approach, the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to Amarillo. while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying our airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no, Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

After a real crusher of a landing in Phoenix, the attendant came on the horn, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways."

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the Captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!" A passenger in Coach yelled, "That's nothing. You should see the back of mine!"

**END**



