



Northern California
Aerobatic Club

CHAPTER 38

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THE ACRONAUT

Volume 8 - Number 3



Formation over Yosemite
Taken last year by Tyson Rininger

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Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills



2007 Membership Dues

Renew today!

Use the form on the last page or go to the website (www.iac38.org) and you can link to Paypal (use the 'About IAC 38' tab), to renew or start your membership for 2007. \$25/year, or \$30/year for a family. Please provide all requested info/updates on the form.

Prez's Post

Darren Pleasance



March Madness is upon us, along with the weather that goes with it.

The extremes are quite fun to watch. On Wednesday of this week I sat patiently on the ground waiting for yet another winter storm to roll through with torrential rains and multiple feet of snow being dumped in the Sierras. Thursday morning started with more rain, but enough breaks in the clouds to convince me it was worth a try to get up to a meeting I had in Tahoe at the end of this week. So off I went in my Express heading for Truckee. Fortunately the weather forecasters on the news that morning turned out to be overly pessimistic and the flight up ended up being a beautiful 47 minutes door-to-door flight. The next day (Friday) turned out to be among the nicest days I've ever seen. Tahoe had 4 feet of new snow, there wasn't a cloud in the sky and temperatures were in the 40s. Although I didn't have time to stay and ski, I ended up having one of my top 10 flights of my life while heading home that evening.

I departed Truckee at around 5:15 p.m. into a bright burning sun low on the horizon. I leveled off at 9,500 heading straight to Livermore and the groundspeed quickly climbed to 195 kts (10 kt tailwind) in ultra-smooth air. From the crest of the Donner Summit, I could see San Francisco and the Pacific



Sent in by Rob Marshall. Rob writes that this picture was "taken as a reminder that we as pilots get to see the world from a spectacular perspective."

Ocean and I began a slow decent. With the GPS showing 225 kts in a slow decent all the way from Sacramento, I watched the sun dip below the horizon in what was one of the most spectacular sunsets I've seen while also watching the large, full moon rising in the East. The colors off the Bay were amazing without a bump in the sky as I touched down exactly 43 minutes from my time of lift off in Truckee. I had two friends of mine from work with me as well, both brand new to airplanes, who couldn't have been more excited about their first experience in a small plane. They were giddy with what an amazing experience they had just had. The whole event was a nice reminder of what an amazing thing flying is, whether upside down, or right side up. and how lucky we are to be able to experience it as much as we do.

On related topics, this month is shaping up to be a great month for flying and for aerobatics. First of all, we have an "over-the-top" opportunity next Sunday at our monthly Chapter meeting. Ben Freelove has offered to bring a brand new Extra 300 to Tracy Airport and will be giving a talk on tumbles and will then be giving rides to all those Chapter 38 members who would like one. This is a once-in-a-lifetime opportunity so make sure to block your calendar so you can attend.

In addition, the SWAN aerobatic seminar is happening the following week, March 16-18, in Marysville with a safety seminar and mini-airshow on Sunday, March 18th. It's a fantastic event, with a chance to meet many of today's top airshow performers, plus a great excuse for a Chapter 38 flyout. We'll be rallying as many of you as we can to join us for the trip up to Marysville that Sunday, so let us know if you'd like to go and are looking for a seat on a plane.

Other than that, I hope you all have your planes out of annual, or time blocked at your local flight school, so you can begin getting out and taking advantage of the flying season that is now upon us.

Looking forward to seeing you all at our monthly Chapter meeting next Sunday, March 11th, at Tracy Airport.

Blue Skies,

Darren

Emergency Landing Pattern

Che Barnes

I know everyone is set on practicing aerobatic sequences, but basic skills are good to review. Here is something other than acro that is worth practicing. The below pattern is based on a T-34C and is taught to primary students by the Navy, but the concepts can be applied to any airplane.

THE PATTERN

The pattern is based on a power off glide of the aircraft. High key is a position in which the aircraft is 1/4 wing tip distance (WTD) abeam the intended point of landing, pointed in the direction of landing, and able to make a power off 360 turn to land on the intended spot (using a reasonable angle of bank). Every aircraft has a high key—an F4 Phantom's high key is probably around 10,000 feet or so. An S-1T's is around 2,000 feet.

Low key is the point half way down—or at the 180 degree point abeam of the point of intended landing. The wing tip distance, airspeeds, and altitudes in the figure are specific to the T-34, but some practice will reveal parameters for your airplane.

TOTAL POWER LOSS

If your engine completely cuts out, your immediate action should be to obtain a best glide profile (ie hit the best glide airspeed, if you have gear and flaps, raise them) and head directly to a landing spot. The next goal is to intercept high key. If you are significantly above high key, a figure 8 pattern can be used in which you always turn towards the spot, never away.

Troubleshooting, restart, and emergency communication should be done after you are on profile and if you have time.

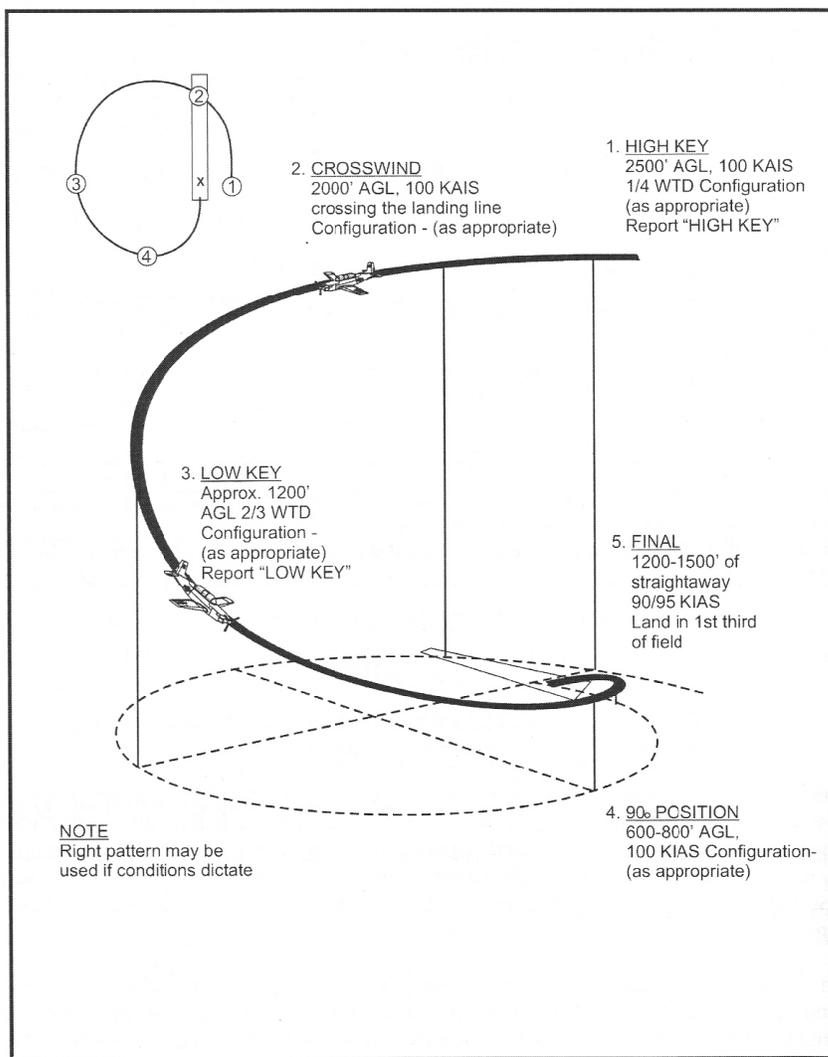
If you are below high key, try to intercept the pattern and use it as a tool to help decide on where to land. In the T-34, if you are at 1200 feet (low key altitude), look at your 3 and 9 o'clock—if you see a suitable landing spot it will be easy to see if you are on profile. Based on the pattern, don't expect to turn more than 180 degrees from a low key altitude. If you are at one quarter of your high key altitude (ie 600 feet), don't plan to land at a spot that requires more than a 90 degree turn.

Note on aerobatic constant speed props: From what I understand, these props increase pitch when oil pressure is lost in order to prevent an over-speed during aerobatic flight. In an engine-out scenario, this pitch increase decreases drag,

making the aircraft glide better than when it is engine-on at idle. Keep this in mind when practicing your pattern—especially in a clean mono-wing airplane.

ANY OTHER ENGINE PROBLEM

If you suspect that your engine may quit or has a power problem, turn towards the closest suitable landing field, add full power, and climb. Do not fly a standard traffic pattern—get high, get above a field. If there is airspace involved then declare an emergency. There is arguably only two throttle positions for an engine problem—idle or full. That is to say, use the maximum available power to climb until you are able to intercept the emergency landing pattern. Not using full power means more time outside the emergency landing profile and more risk. Once overhead the field, then go to idle and fly the pattern. If your engine quits then you will be on a profile that you have practiced.



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Chapter 38 Event Calendar

MARCH 2007

11 Chapter Meeting: 10 AM, Tracy Airport: Ben Free-love, tumbles, Extra 300.

16-18 SWAN aerobatic seminar, Marysville.

APRIL 2007

Flying the Maneuvers: High performance aircraft.

MAY 2007

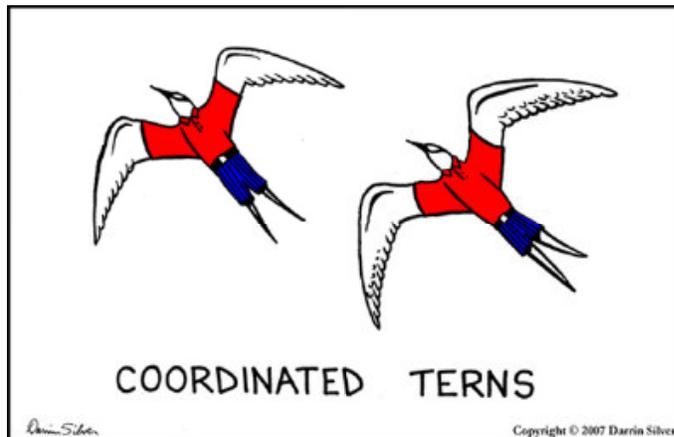
Flying the Maneuvers: How to get the most out of 180 HP.

JUNE 2007

7-9th Paso Robles Aerobatic Contest

WingNuts

Darrin Silver



Check out Darrin Silvers' blog
<http://blog.myspace.com/darrinsilver>



Pictures above are from Cory Lovell's time at an aerobatic camp at Coolidge. He got a ride in and L-39!

IAC Chapter 38 Membership Application/Renewal Form

Name: _____

Spouse: _____

Address: _____

City: _____

State: _____ Zip: _____

Home Phone: _____

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E-mail 1: _____

E-mail 2: _____

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Certificate #: _____

EAA Expiration Date: _____

Judge: Regional National

Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft: _____

N #: _____

Referred By: _____

Dues: Single Membership (\$25/year) Family Membership (\$30/year)

Send with check, made payable to "International Aerobatic Club Chapter 38", to:
Howard Kirker, IAC38 Treasurer - 2279 Ocaso Camino - Fremont, CA 94539

Chapter Meeting:
11 March 2007
Tracy Airport
10 AM



Che Barnes
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