

PYFC News

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Quiz

When is the call sign "Flight Check" used?
Answer: This prefix is used by FAA aircraft engaged in flight certification and inspection of nav aids and flight procedures.

Next month: What three things govern the strength of an aircraft's vortex?

Weekend Manager

Wayne Sharaf Dave Shaw	8/6
Candy Smith Fred Smith	8/13
Tad Smith John Socha	8/20
Matt Stevens Craig Thorpe	8/27
Bruce Tuxill Rich VanGelder	9/3
Robin Vorhees Tom Wasser	9/10
Jeff White Bill Whittaker	9/17
Andrew Wright Gordon Young	9/24

At the Clubhouse

Our combined Board of Directors meeting and regular meeting will be held on August 18th at 6:30. There will be a safety meeting on density altitude by Dave Shaw.

Congratulations to Rob Fitzgerald for passing his private pilots check ride and completing his VFR transition training in the Cirrus.

Don't forget to look for us on Facebook, just search for Penn Yan and the PYFC page will pop up in the list.

From the scrapbook

From February 12, 1942 there was a very interesting article on the beginnings of the Civil Air Patrol in Penn Yan. Approximately 40 people had filed an application to join. The nucleus of the organization was Eric and Wilson Hodges, Marv Allison, Alvin Sutherland, Lynn Hurlburt, Bob Adams and Harold Middlebrook. Activities being planned that the CAP could perform were observation patrol, courier service, giving alarms in air raids and searching for downed military aircraft.

Other services envisioned were reading and reporting on ground panel signals, observing enemy troop movements, dropping messages to our troops, target towing (yikes!), aircraft ferrying. The flying club was cooperating with the CAP by providing the flying field and headquarters

The club had applied to the CAA to have the airport designated an open airport. Only airplanes at designated airports could fly, airplanes not located at designated airports had to be disassembled.

Finally, since the airport was snow bound that week, members had broken a trail to the hangars and had begun putting the airplanes on skis. Except Marv Allison was flying his Taylorcraft without skis (or as noted, without chains).

Standard Briefing

Clarity Is a Virtue

If you think that flying into the sunset is romantic, try it with a scratched or discolored airplane windshield! Airplane windshields are easily harmed by chemicals that are incompatible with Plexiglas, or by using sponges or rags that have picked up fine abrasive material while lying around. Nearly all paper has abrasive fibers and leaves microscopic scratches that are almost impossible to polish out. Both chemical and abrasive damage are practically irreversible except by replacement of the windshield at a cost of about \$1,000. PYFC stocks Plexiglas cleaner and micromesh cloths for cleaning airplane windshields. Those are the only suitable materials, and should be used only for that purpose. A dusty windshield comes equipped with the means of its own destruction, and should be rinsed off thoroughly before cleaning.

From FAASafety.gov

The Do's and Don'ts of Maneuvering Flight

Notice Number: NOTC2999

Nearly one-third of all fatal accidents occur during maneuvering flight, in part because maneuvering at low altitude limits the amount of time a pilot has to recover. Maneuvering flight is basically any type of flying performed close to the ground -- even the traffic pattern is considered maneuvering!

Do's and Don'ts that can help keep you safe.

DO

- Do remember that the majority of fatal stall/spin accidents occur at low altitudes, because the closer you are to the ground the less time you will have for a successful recovery.
- Do practice stalls or approaches to stalls at a safe altitude. If you're rusty take a CFI with you.
- Do fly at a safe altitude so that you won't be surprised by obstacles that may require abrupt maneuvers to avoid.
- Do remember that turns and sudden climbs increase the wing loading which will increase the stall speed, sometimes dramatically.

DON'T

- Don't explore the flight envelope close to the ground.
- Don't exceed 30 degrees of bank in the traffic pattern.
- Don't buzz or otherwise show off with an aircraft. Not only are you putting yourself at risk, but your pilot certificate too. The FAA gets lots of complaints that include cell phone pictures and videos.
- Don't attempt maneuvers for which you have not been trained. Get an Instructor on board the first time!

Want to know more? Go to the Courses page on www.FAASafety.gov and look for Course ALC-34, Maneuvering: Approach and Landing

Landings

Wow, when I look at the month of July flying we logged 184 tach hours on our airplanes. The high time winner was the Cirrus with 72 hours, the 172 had 47 hours and the poor J3 had only 5 (of course it spent a fair amount of time in the shop). When I look at total hours for the year versus what we had in our 2011 budget, the Cirrus has so far flown a total of 226 hours versus a budget for the whole year of 150. The 172 has also flown past its budget, whereas the two seat aircraft are well behind budget. That last fact may reflect on a lack of primary students. Hopefully in the near future we will be reaching out to the local colleges and community to make our presence known.

Some more statistics on the Cirrus, it has been to Duluth and back and just recently returned from Oshkosh. Additionally, we have three instructors checked out in the Cirrus, over eight member checked out VFR and two members checked out IFR. Finally, we have other members taking IFR training in the Cirrus.

So, even though times are a bit tough we are taking advantage of the airplanes we have and some of the beautiful weather to enjoy our hobby/sport/profession. Safe landings.



Jim Gray is congratulated by David St. George after passing his IFR check ride