



## **EAA Chapter 100**

### **January 2016 Newsletter**

<http://eaa100.org>

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EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

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Reader submissions and comments are strongly encouraged.

The next Chapter 100 Hangar Flying Event will be **Friday, January 8<sup>th</sup>** at the Dodge Center Airport Terminal. The fun starts about 1900L. Everyone is invited. You do not have to be a pilot or builder – just interested in aviation.

**Thanks to Dave Griggs and his wife for sponsoring a great meeting in December.** We had quite a few active members plus some who we had not seen for a while and even a couple new potential members.

**The Southeastern Minnesota Flying Club is inviting everyone involved with General Aviation to their party/dinner.**

- When: Friday, January 22, 2016
- Where: Rochester International Event Center
- Social Hour: 1800
- Dinner: 1830
- Menu: Salad, Garlic Mashed Potatoes, Honey Glazed Carrots, Dessert
- Choice of Entré: Steak, Fish or Vegetarian Pasta
- Cost: \$25 per person, paid at the door
- Speaker: Beth Gressett, jFlying your own airplane to Costa Rica
- Door Prizes!
- **RSVP** to [SCMFC.Secretary@gmail.com](mailto:SCMFC.Secretary@gmail.com) by January 8, 2016
- Please include how many will be attending along with your choice of Entré.

**“Loss of Control”** mishaps are the most common and fatal type mishaps we have in GA. I copied the below information from the Society of Aviation and Flight Educators magazine written by Jim Alsip.

Loss of Control (LOC) has been all too common in recent years, and is currently the leading cause of deadly accidents. I am pleased that the major aviation magazines are addressing the subject in articles and comment; the FAA is concerned; and I am especially encouraged that the membership of SAFE is showing leadership with this issue.

At the same time, I am frustrated that the resulting commentary is showing the all too common signature of “group think.” For example, the current FAA paper on LOC mentions almost every aspect of the pilot condition. It seems everything contributes to LOC. There doesn’t seem to be a definitive cause, so the pundits are short on direct and effective solutions. It seems to me that discussion of the fundamentals is blatantly omitted from the conversation. What I do not see is the big KISS (Keep It Simple Stupid) principle showing up in current pontifications about LOC.

Can we all agree that fundamentals, by definition, always apply? Can we also agree that in an emergency, pilots fly like they trained? They respond in accordance with habits. Those habits can be good or bad. In an emergency, the way a pilot responds are either correctly done, or improperly done.

You might say the fundamentals of flying an airplane are not simple. That's a big subject, and someone could write a book on it (and I did — *Artistry of the Great Flyer – A Pilot's Guide to Stick and Rudder and Managing Emergency Maneuvers*). Still, the fundamentals as they apply to LOC are not complex. I'll bullet point my arguments:

- In the discussion of LOC, it is implied that the pilot is maneuvering, frequently at low altitude. Loss of control typically involves stall-and-spin incidents.
- To avoid LOC, a true flyer (as opposed to just a "pilot") need master only two fundamental dos and don'ts: do control yaw; and do not stall.
- I suggest too many student pilots are not learning to be flyers; in that they are not learning the fundamentals. Pilots who did learn might have forgotten and/or developed bad habits that negate fundamental skills.
- Every student pilot and every current certificated pilot should know how to recognize and recover from accelerated stalls. They should practice accelerated stalls frequently.
- Student pilots must learn to recognize and control yaw. Essential to this task is correctly using the sight picture for attitude awareness. I continue to be amazed at how "good pilots" do not understand how the sight picture can be used for attitude information. Maybe we should return to yesteryear and re-name the attitude indicator an Artificial Horizon.

Teaching the fundamentals to student pilots is essential to keep them safe throughout their flying careers, but to reduce LOC accidents among existing pilots, we need to help them build and retain good habits – that means practice. I suggest that simply teaching pilots to properly turn an airplane is one solution to saving lives lost to LOC. Too many instructors teach only shallow bank angle and constant-rate change of direction maneuvers. When you repeatedly practice maneuvers incorrectly, you become proficient at a bad habit.

And there is one maneuver that encompasses all the fundamental aspects of flying an airplane. If only we would teach all pilots to learn — and practice — proper turns, like this:

- Use rudder and aileron together. Teach use of cadence to develop that skill – say aloud "on it – off it" as you use rudder and aileron together to establish desired bank angle. Proficient pilots will be comfortable with fast roll rates (lots of aileron).
- Elevator should be neutral when inputting aileron. Premature application of back elevator pressure is a "killer" bad habit. I have flown with way too many pilots who always "pull" as they roll.
- During a level turn, once established in the bank, aileron and rudder become neutral. Then use elevator if needed, to control loss of lift. This is another area of misunderstanding among pilots. Too many pilots never learn that sometimes (often?), the need for up elevator is a result of an uncoordinated roll.
- Release any elevator back pressure before rolling out of a turn with "top rudder" and aileron.

Do you get the connection? A proper turn, recovery from an upset, recognition and recovery from a spin. If pilots know the fundamentals and develop good habits in executing turns, their skill intuitively avoids LOC. And should they succumb to LOC (for example; upset from wake turbulence) intuitive control inputs from the acquired skill will direct the airplane to an immediate and safe recovery.

If the FAA and their associates in academia are serious about reducing LOC accidents, they can easily and quickly establish standards that require students to be “flyers” before they train to be pilots. Back in the day, that concept was called basic training.

Keep it simple, stupid – control yaw and don’t stall.

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**Dues Due:** As Tom Hall mentioned in the last meeting minutes the 2016 \$10 chapter dues can be paid anytime. Only members who have paid their dues are allowed to vote at business meetings.

Steps to EAA Chapter 100 Membership:

- Have a fascination or love of flying. You don't have to be a pilot or be building an airplane, you just have to be interested in the same.
  - Join the National EAA (<http://www.eaa.org/ea>)
  - Pay the \$10 chapter dues to our Secretary/Treasurer or any officer
    - Treasurer is Tom Hall, 331 Riverview Heights Drive N.E. Rochester, MN 55906.
  - It would be "nice" if you would fill out our [questionnaire](#) and send it with your check.
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### ***Fly Safe With Your Drone***

Did you know that if you fly a drone anywhere in the nation’s airspace, you automatically become part of the U.S. aviation system? Under the law, your drone is an aircraft. So while the rules for drones may be different, you have the responsibility to operate safely, just as a Cessna or 747 pilot does. The FAA has developed this [safety checklist](#) (PDF) that you, as a pilot, should use whenever you send a drone into the sky. We want you to fly safe, fly smart – and have fun.

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### ***WAAS New?***

There are currently 3,591 Wide Area Augmentation System (WAAS) Localizer Performance with Vertical guidance (LPV) approach procedures serving 1,746 airports. 1,002 of these airports are Non-ILS airports. There are also 596 Localizer Performance (LP) approach procedures in the U.S. serving 432 airports.

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### ***Good N.I.G.H.T. (G = Glowing Gadgets and Gizmos)***

The gadgets and gizmos that many of us now regard as essential flying tools can be an enormous boon to situational awareness at night, but they can also distract the unwary pilot from his or her basic responsibility to aviate. When using these devices, especially at night, it’s important to practice the art of paying attention or, more precisely, the art of appropriately dividing attention among competing priorities. Learn more about flying with your personal devices at [http://1.usa.gov/FAA\\_ASB](http://1.usa.gov/FAA_ASB).

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### **[How To Get Perfectly Clear Ice On Your Airplane](#)**

### **[Great video on trying to take off over gross and the consequences](#)**

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