



EAA CHAPTER 302



NEWSLETTER

Volume 5 Number 8

August 1983

Editor: Marcia Sullivan

The next meeting will be Saturday, August 13th at 10 AM. The location is Bill and Gretchen Gould's April Sound home at 2504 Navajo Drive. This will be a "munchie and mixing" meeting. Coffee, ice tea and lemonade will be provided plus ham and bread, so please bring a salad, dessert or other goodie that can be shared. The ol' fishin' hole is available if you would like to bring your pole, and a folding chair is a must to rest the bones.

Directions: 105 West out of Conroe to April Sound and a left on Navajo Dr. to 2504.

In anticipation of our upcoming Garage Sale, please raid the closets for some spare hangers and bring them along.

See ya then!

El Presidente's Safety Corner

Wally brought us some good tips from Air Transport Canada in the form of a Propwatcher's Guide. This can be particularly important when carrying a passenger who is inexperienced around aircraft.

"Brief your passengers on the dangers of unguarded props..

The person being briefed must clearly understand that a propeller's danger lies in its invisibility..

When an obviously inexperienced person approaches, apparently to talk, shut down engine immediately..

Calling for unplanned assistance such as when a wheel is stuck in the mud, is deadly. First, shut down and brief...

Never use untrained persons to hand swing a prop.

Briefing Points

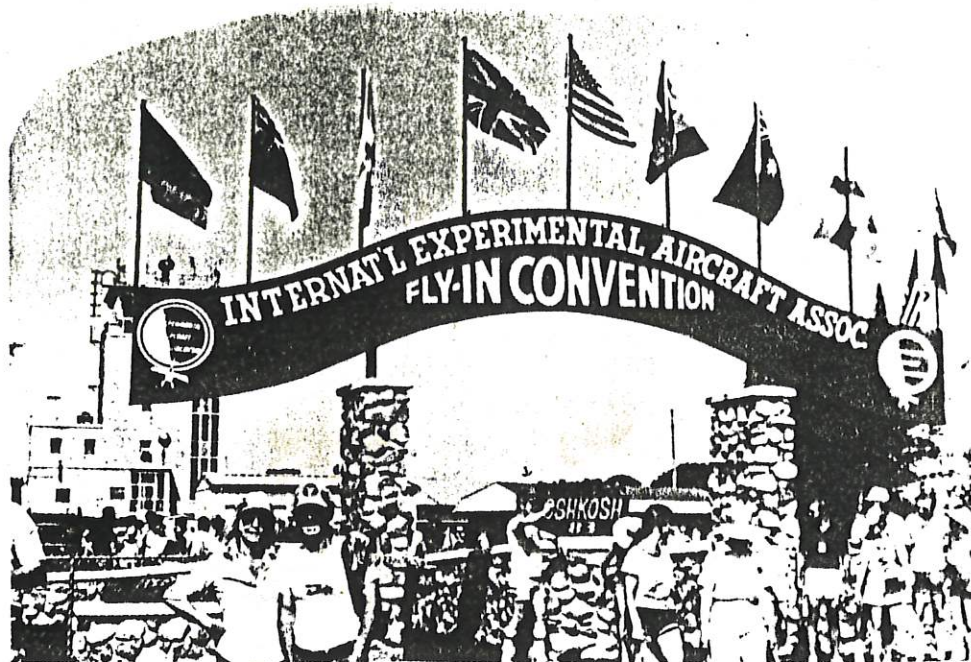
Boarding

- approach path to aircraft
- location of entry doors
- whether engine will be running
- never walk under a wing
- approach aircraft from side

Leaving

- walk away directly behind the main wing towards wingtip
- don't change direction until well clear
- never walk under a wing

#####



302 MEMBERS

SURVIVE OSHKOSH '83

A number of lucky devils from 302, including Byrdell and Gloria Mathews, Charlie Brown and Spouse, Dick and Ginger Chris, Mike Conlin, Wally Tuttle, Ray Coker and Marcia Sullivan, ripped in from Ripon to a sensational weekend at the EAA Convention and Fly-In at Oshkosh. A definite highlight was a visit to the new Aviation Museum, whereupon entering you fall up the stairs trying to eyeball the three Pitts Specials hanging over your head. The weather was superb and the air shows spectacular. The only disappointment was leaving! Please inquire after the health of 30319'er, who lost her electrical system south of Texarkana on the return trip. All aboard arrived safe and warm after completing the trip in true air derby style, 2500' up and pure pilotage. Watch this space next month for an Oshkosh recap!

P.S. Yours truly, the Editor, fell in love at Whittman Field - with a Christian Eagle!

The Return of the Ground Loop Kid
Back to Basics

It has come to my attention lately, that a great number of present day pilots, especially those who came through "spam can" type training, have had only the bare minimum of instruction on the basic panel. I believe I first noticed this when I began to teach others to fly and realized how little I knew about some instruments.

Now most of you know about the interrelationship between several instruments and how one can be used as a check and balance against another, however, very few of you know just how much we can do with just one of them.

When I learned about the mysterious IFR realm, I began in an airplane with more invested in the panel than in the airframe. It wasn't until a particularly inquisitive individual whom I was instructing quizzed me about the Turn and Bank Indicator that I realized I could navigate all around these United States with just it and the basic five, even in limited visibility situations.

Now I'm not advocating giving up modern conveniences and the safety of such devices as Dual 720's, ADF, 3-lite, RMI, DME, VOR-GLS, Artificial Horizon or Directional Gyro, but I wonder if we are not becoming too reliant on all this wizardry and have forgotten or forgotten to teach how much we can do without these aides. I also wonder if we wouldn't be better off instructing each instrument at a time and how to use it fully before moving on to all the radio navigation exercises.

Which is better, to teach a student how to fly the airplane itself based on the readings he gets from his instruments in the low visibility environment or how to call for help on the radio?

From everything I can see, flying is flying, whether it's a nice rocket (MU-2) or an airknocker (7AC) the basic inputs and information received are the same. The airplane doesn't seem to know or care about $\frac{1}{2}$ mile and fog or 40 mile CAVU days. It knows how to fly; we are the dummies who panic or are incapable of understanding what the machine is trying to relate to us.

There seems to be an increasing number of 1500-5000 hr. pilots wrinkling-up some nice machinery these days, not to mention the number of folks they've helped to check into a permanent resting place as well as themselves.

Do you suppose that an occasional trip up with an instructor in a basic airplane, say a 150 or maybe even a Cub would do any good?

Think about it.

Signed-
The Ground Loop Kid

Nancy

