



575 HANGAR TALK

MARCH 2011



FRONT COVER: George Meyer started Meyer Aircraft with his first Sports Aerobatic Biplane in 1951 and Little Toot was first flown in February of 1957. The plane was named from the Disney Cartoon called Little Toot the tug boat. Paul Poberezny our EAA founder has also built a Toot

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Drive safely children



BACK COVER: The D.31 Turbulent is an amateur built, single-seat ultra-light aircraft with a cantilever low-wing and fixed tail-wheel. Designed to be powered by a 30hp (1200cc) Volkswagen or similar engine.

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575 Hangar Talk is a monthly publication for the homebuilt aviation enthusiast and has been published since March 2011. It is dedicated to sharing technical and educational information. All material contributed must be original and not infringe upon the copyrights of others. It is the policy of 575 Hangar Talk to provide accurate information. Please let us know of any error that significantly affects the meaning of an article. Because we encourage new ideas, the content of each article is the opinion of the author and may not necessarily reflect those of 575 Hangar Talk. We encourage anyone who wishes to obtain additional information to contact the articles author.

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EAA CHAPTER 575 HANGAR TALK

Well hello to all our members with our first newsletter issue. Our Annual General Meeting was held on Saturday 26th February 2011. The "new" office bearers were nominated and accepted by the meeting and are as follows:

President
Secretary
Treasurer
Member
Events Co-Ordinators

Vernon McLaren
Tony Forrester
Paul Sabatier
Russel Dold
Mark Flee
Charles Flee

The AGM - Vernon brought the meeting up to speed on the RV12 Groups desire to start another build in the RVLP Consortiums hangar. Unfortunately the Consortium could not entertain another build as the hangar was quickly filling up with their projects. It was reiterated that 575 members are still welcome to rig and test fly their projects from the RVLP Consortiums hangar (space permitting).

"The highest art form of all is a human being in control of himself and his airplane in flight, urging the spirit of a machine to match his own."

- Richard Bach, *A Gift of Wings*, 1974

575 Chatline

What our members are up to?

Vernon McLaren – Loehle Jenny - Finally completed his wings and trans-location of the airframe to the RVLP hangar is next on the plan.



Loelhe Jenny

Paul Sabatier – Cygnet - Paul is building up the moxie(money?) to resume his build???



Viking Cygnet SF2A

Tony Forrester – Jabiru - Looking for a Jabi carburettor and chomping at the bit to get flying again???



Jabiru 120

Russel Dold – Project on hold, what can I say???

Charles and Mark Flee – Taylorcraft BC12-D - Still building fitments to mount their fuselage and wings on before starting their restoration. These will be the source of a future article.



Taylorcraft BC12-D

575 Project – We’re planning to use the Chapter 575 Project Fund to build a BUG or GOAT. BUG stands for Basic Utility Glider. The intention is further the air experience for our Young Eagles. Any volunteers to contact Vernon, we need to get this project underway.



BUG

On the RADAR

- AP Steve Boshoff is emigrating at the end of March.
- All Jaribu owners should confirm the status of Jabiru AP's. Apparently only the factory is licensed as a service center.

Heard on the ether

Center: Baron GJX cleared to climb to flight level 110.
Baron GJX: Cleared to flight level 110 GJX
Viscount FO: Midlands 211 maintaining flight level 90, request further climb
Center: Midlands 211 maintain flight level 90.

Viscount Capt: I thought that Viscounts took precedence over Barons in heraldry
Center: Midlands 211 the controllers name is King and what the King says goes!

It's good to be the King, isn't it.

2011 Waypoints

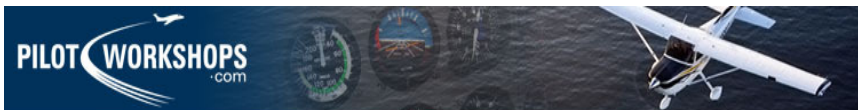
- 27th March Chapter 575 Breakfast Fly-in, Springs airfield, contact Paul Sabatier, 082 413 4614
- 16th April Parys Wings 'n Wheels contact Dominique Kruger, sparkair@telkomsa.net
- 1st May Chapter 322 Airshow at Tedderfield airfield, contact Karl Jensen, karlpix@icon.co.za
- 7th May East Rand Flying Club Wings and Wheels fly-in, breakfasts from 7. to 11 a.m. at Springs airfield
- 7th May Warbirds at Tempe – Bloemfontein, contact Kassie Kasselmann, flypiper@telkomsa.net
- 14th May Heidelberg Airshow, contact Andre Vorster, 083 654 2793, or Walter Doubell, 079 830 6452
- 21st May SAAF Swartkops Air Extravaganza, contact Lt. Col. Willie Nel, 083 305 3700
- 11 & 12th Jun Wonderboom Airshow, contact Sue Kaluza, 012 567 1188/9

Hatched & Matched

- No sign of the Storch this month, do I hear sighs of relief?

Gone west

- Our sincerest condolences to the Boshoff family as Steve's father passed away recently.



Pilots Tip Of The month

Practice Go-Arounds!

By Bob Martens

Mark: "We're going to discuss the topic of go arounds. And this is a topic so basic, so fundamental. Why should we focus additional attention on the subject of go arounds?"



Bob: "Mark, I've always been a big advocate of the go around. I refer to it the *most under utilized maneuver in aviation!* Think about it. When was the last time you did an intentional go around without being required to? I'll bet it's been a while!

Now, think about how many of our awful landings might have been avoided had we exercised the good judgment to do a go around.

When I queried the NTSB data base to check out go-around accidents, there were over 1300 go-

around accidents in the data base! That's a lot of accidents. Clearly we have some work to do in this area."

Mark: "Why do we have so many go-around accidents, Bob?"

Bob: "While the go around is certainly not an inherently difficult maneuver, the fact that it is most often accomplished in close proximity to the ground cuts into our margin of error. Add to that the fact that the pilot is probably experiencing at least some degree of stress associated with the reason for the go around, and we start to understand the problem.

Now, factor in that the pilot has probably not done this maneuver in months, and we are now looking at a very serious problem. How can you expect to be good at something that you don't practice regularly? Simply stated, you can't!

The challenge of go arounds is that they must be performed instinctively, without hesitation, with precision. Far too many pilots are just not up to that challenge!"

Mark: "Bob, why is it that pilots fail to integrate go arounds into their training regimen?"

Bob: "Well Mark, first, and foremost, not enough pilots have a training regimen. I challenge all pilots to look into their log books and validate just how little time we spend on training. We all need to get back to basics, working hard on take offs and

landings, heading to the practice area for stalls, steep turns and slow flight drills, and practicing emergency procedures. Integrated into this training must be go-around practice.

Any time we find ourselves out of sync with our airplane, go around and catch up! Far too often we find ourselves frantically chasing our airplane, hoping to catch up and make all the corrections before the airplane lands. That's a dumb way to fly. Flying is like playing chess. We should be always looking several moves ahead, not playing from behind.

The go around is our tool to do just that. Far too many pilots perceive the go around as a negative procedure after a mistake. That is wrong! The go around demonstrates excellent judgment and has no down side! By practicing it and integrating it into our flying, we will be real good at go arounds and not hesitate to perform one at any time."

Next tip: Simple go-around procedure

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SAFE at all times

When you want to reduce the training time to qualify a light sport aircraft from the 40 hours required of private pilots to 20 hours, some items need to be omitted from the curriculum.

One of these items is the three hours of simulated or actual instrument experience.



Typically, this three hours of instrument training is intended to expose the private pilot to the very real challenges of flying on the gauges. At a minimum, it provides convincing proof that the survival rate for non-instrument rated pilots in the clouds is very low.

This light sport pilot pays the ultimate price!

Several weeks ago, a Walker Zodiac 601 XL single-engine light sport airplane suffered an in-flight break up and collision with terrain west of the Hemphill County Airport (HHF), near Canadian, Texas. The light sport rated pilot was killed in the accident.

According to witnesses, the airplane was approaching the airport through heavy rain and visibility less than 500 feet. Weather at the airport at the time of the crash was winds from 360 degrees at 5 knots, visibility 2 statute miles, heavy rain, scattered clouds 200 feet, broken clouds 800 feet, overcast clouds 2,000 feet, and temperature 59 degrees, dew point 59 degrees.

A preliminary review of Automated Flight Service Station (AFSS) records revealed that the pilot did not receive a weather briefing prior to the flight.

The crash scene . . .

According to the preliminary NTSB report, aircraft debris was found dispersed over a 4-mile-long area about 2.2 miles west of the airport. The largest portion of the airplane located was the engine and a section of fuselage. The tail control surfaces were damaged and remained attached to the empennage, but both wings had separated and were found within a 1/2-mile of the main wreckage. The remains of the airplane were recovered to a salvage facility for further examination.

The pilot was issued a Sport Pilot certificate by the FAA 10 months prior to the accident.

Lessons Learned . . .

Continued VFR flight into IFR conditions has long been the most frequent cause of fatal weather-related accidents for both VFR and IFR-rated private pilots. Presumably, however, these private pilots had been trained to recognize the risks and difficulties of manoeuvring in instrument meteorological conditions.



Light sport pilots are NOT required to receive such training. Thus, when light sport pilots whose training is limited to that required by FAR 61.313, they stand NO chance of surviving a sudden

encounter with unexpected or unpredicted IFR conditions.

Solution . . .

Clearly, we are not going to see any changes in the FAR 61.313. As such, all light sport pilots should spend several hours in the clouds with a CFII in an IFR capable airplane.

At a minimum, the light sport pilot will gain a new appreciation of IFR weather and the risks it poses to all pilots.

He or she will also learn more about the vagaries of IFR weather. Three miles of visibility, for example, can dip to less than one mile in a summer haze.

Better yet, the light sport pilot will see the importance of having at least one gyro instrument in his or her airplane. The electric turn coordinator, pictured left, can be purchased for less than \$700.00

Overkill? Perhaps . . . but not when the late afternoon summer haze turns into muck and the ground and horizon suddenly disappears!

NTSB Report

Check out this website:
<http://www.overtheairwaves.com/>
A Safety journal by Bob Miller Flight School
And a worthy read

