



Chapter 1298
Hernando County, Fl.

The Hernando Flyer

April 7th, 2007

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The April Chapter meeting will be held on the first **Saturday** of the month. There are **two exceptions** to our normal Wednesday meetings, which are **two Hanger Meeting Meetings**, one in **December** and one in **March**. These two meetings are combined with a BBQ and are held on the 1st Saturday after the 1st Wednesday at 10:00 AM at Doc Bob Starck's hanger.

All meetings are open to anyone with an interest in building, restoring, and flying airplanes. The normal monthly meeting will be held at the CAP Building on Air Commerce Rd., starting at 7:00 PM. There should be ample parking in front of the of the CAP building. Please note that the Chapter does not meet during the months of July and August.

President's Corner:

Greetings chapter members. At long last the Compass Rose is becoming a reality. Over the past several weeks, Edgar Flaig, Jim Doan, James Chorvat and Rick Robarge are in the final stages of completing the painting. By the time you see this newsletter the project should be completed. The lettering for the inside of the rose involves creating 15' letters to identify the Airport "KBKV". The rest of the lettering will be 5' high. You can't find 15' stencils so Jim is going to use lettering laid out on a graph paper and will snap lines to scale up eight inch letters into 15' ones. The same process will be used to create the five footers. Viewed from the air, the rose looks great. Once the project is completed the airport will create a sign with basic directions on how the rose should be used. The pilots will also be cautioned that the project is not a compass calibration pad.

I have some directions how to use the rose and will print them out, with our Chapter's header on them and leave them in the FBO's office for all to use.

Art Vouthouris' wife is recovering from her injuries and should be home by the time you get this newsletter. Frank Dysarz encountered a health problem after he completed his move to St Louis. He is now on the mend.

A side note: Remember that we will be having a Chapter meeting in Doc Bob's hanger on Saturday, April 7th at 10:00 AM. After the meeting we will be having a BBQ.

Chapter Meeting Minutes:

There will be no Meeting Minutes this month.

Safety Meeting:

There was a meeting in Tampa, sponsored by the FAA, concerning Unusual Attitudes. This was about airplanes that are not flying straight and level. I had thought that it would be about people who were mad at the world. It was an interesting presentation that all pilots should remember the points, which were brought up. The main points, which the presenter made, when a stall is possible, unload the wing. This means pushing forward on the yoke or stick.

If you upset by wake turbulence, the procedure should be to push forward on the yoke and continue to roll in the direction the wake caused until you are back to right side up. With a little luck, or skill, you can perform this maneuver while losing only a couple of hundred feet altitude. If you pull on the yoke, you will perform a portion of a loop. If you were in an approach phase of the flight, this loop maneuver will allow you to strike the ground in a vertical motion. Remember; wake turbulence, push and roll.

For those of you who don't go to big airport that has planes that can cause wake turbulence, the points made at this meeting could save your life. Remember, before a stall, unload the wing. Say you are taking off from an uncontrolled airport with no other planes within ten miles. You have just taken off and are climbing at a good rate. When you get a couple of hundred feet of altitude, the engine goes quiet. You have a nose high attitude and you have about five seconds to unload the wing. You also have some right rudder to counter the P factor. If you don't unload the wing you will stall, and since the ball is now un-centered, you will perform a graceful wing over and strike in a near vertical trajectory. The video that was shown of this maneuver indicated a slow, graceful, and short flight, although I doubt the pilot thought it was graceful. Think ahead on every take off, sudden quiet means pushing on the yoke.

There is another aspect of engine power failure on take off. And that is a stall attempting to return to the runway. If you don't have 800 feet of altitude, you will be better landing straight ahead. Most airports have fields around the runways, much better to make a controlled landing in a field than to stall on a runway.

Next Meeting:

Remember, the next meeting will be held on Saturday April 7th at Bob Starck's hangar starting at 10:00. Free food should bring out a good crowd.