



Tailwinds

February 2013 Edition

An illustration of a red biplane flying towards the right. It has a white propeller and landing gear. The tail of the plane is stylized to look like a white arrow pointing to the right, which is also the shape of the letter 's' in the word 'Tailwinds'.

***Join Us For Our Speakers:
Carmen Sainz & Dean Engelhardt
on
Thursday, February 7th***

***Our Meeting will Start at 7:30pm
Social at 7:00pm***

Carmen Sainz is a Supervising Regional Planner at the Los Angeles County Department of Regional Planning, and will be discussing the development of the Brackett Field Airport Land Use Compatibility Plan (ALUCP). The plan will result in new land use policies and regulations to reduce the public's exposure to hazards around the airport with respect to future development. A limited number of handouts will be distributed.

Dean Engelhardt is a pilot with a unique sense of humor and over 14,000 hours of air time ranging from Alaskan bush flying to aerobatics. He will be sharing a special presentation on "The Coming Disaster!", a look at the geographic make-up of California and what to expect for future seismic events. Valuable scientific information will be presented that has largely been kept from public awareness as well as methods for earthquake preparation significant to aircraft owners and pilots.

Cookies and Coffee will be available throughout the meeting

Notes From Last Meeting:

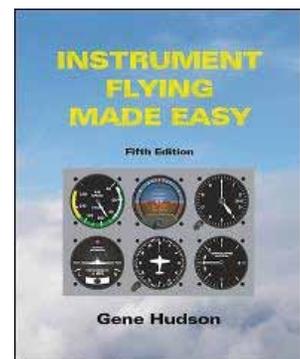
Last month we viewed and discussed two episodes of AOPA's "Real Pilot Stories". Below are thoughtful comments regarding "The Impossible Turn" and "Vacuum Failure in IMC":

- Have a plan of action in case of an engine failure during the various phases of take-off and climb-out.
- Terrain permitting, your safest bet is to land straight ahead instead of risking a possible stall-spin while making a turn back to the runway.
- Be aware of the minimum altitude required for your airplane to successfully execute a turn back to the runway. This can be practiced at a safe altitude using ground references.
- It takes several seconds to realize that you have an emergency situation and to proceed with the appropriate course of action.
- Vacuum instruments take several minutes to warm up, even when the engine is producing full vacuum. Read the manufacturer's manual to determine the spin-up time required for the gyro's to reach running speed. Before departing into IMC, be sure that all vacuum instruments are stable and set correctly on the ground.
- Backing up your primary gauges will allow for cross checking if you perceive faulty operation. Digital devices (for example: the Dynon D-1 Pocket Panel) are becoming affordable ways to back up vacuum and electrically driven gyro instruments.
- While taxiing, check to see if the turn coordinator is working and responding to rudder input.

→ Recommended Reading:

"Instrument Flying Made Easy" By Gene Hudson

The author draws on thousands of hours of teaching instrument flying to provide you with a new, unique approach to attitude instrument flying which improves your flying performance while reducing workload.



Ladies Corner

2012 was a pretty good year for our small group of knitters at Brackett! The 'Warming Our Vets' ladies donated **88** knitted and crochet blankets to our veterans hospitals in Loma Linda and Long Beach. We also sent **505** helmet liners to our troops in Afghanistan. We want to send out a BIG THANKS to the supportive people at Brackett who donated money, yarn and hard work! We are hoping to do better in 2013. If you can help, please contact Alice Marshall at (626) 449-1573

Happy New Year!

Meet our new BAA President: Phyllis VanArsdale

I became interested in the flying industry when I was 16 and needed a job. My "Dutch Uncle", Dean Cayot, owned El Monte Flight Service at the time. I asked him if he might have a job for me at the EMFS. I pleaded that I could even wash the lease back planes he used for flight training. He thought it over and the next day told me to come to work at 5pm and wear a skirt. He needed me to work in the office during the summer when it stayed light until 8pm.

So, I began flying the desk, setting up flight instructors with students and planes, taking phone calls and money. It was a fun job and I got to meet lots of interesting people and they were going places. It peaked my interest that they were 'going places'.

On the flight line at EMFS, Dean Cayot owned a Cessna120 Taildragger named Debbie. She was an aerobatic plane and I loved roller coasters. So, he offered to take me up for a couple of loops in Debbie. He maneuvered Debbie into the proper configuration for the loop. It was so exhilarating to feel the negative G's working as we dove down and then up and around. I was all smiles and delight until I turned and looked at Dean as we bottomed out and was cruising into straight and level flight. But his face was contorted with a grimace as he was pushing the yoke with all his might to make us fly into straight level. Unbeknownst to us, a cable had slipped down behind the post of the yoke, preventing him from getting it pushed forward. As we began our, unintentional climb, and from the look on his face, I assumed we were doomed. My first thought was I hadn't told my mom I was going for a loop in Debbie. Headlines flashed in my mind, "Pilot and young girl killed in plane crash".

Dean was an excellent and experienced pilot. He never got the yoke to go back to where it needed to be, but he trimmed the plane enough to get it to fly in a non-stall attitude and landed the plane at El Monte. He never stopped flying the plane and he knew we weren't doomed.

Now fast forward 40+ years. I'm married to Rick who has a pilot license, from Dean Cayot, and in 1999 we purchased a 1968 Cessna 182 Skylane. We have flown across the country twice, into Mexico, Canada, up and down California, Oregon, AZ, New Mexico, Utah and Colorado. I love going places and I'm crew and chief 'nag-a-gator.'

I met my instructor, Thad Kelly, in 2006 on a 'chance of a life time' flight to Oshkosh Air Venture in a 1929 Ford Tri-Motor owned by our friend John Seibold. Thad is from Louisville, Ky, a 747 Captain for UPS and instructor for the Ford Tri-Motor type rating and was one of the three pilots on that trip. He was on layover in Ontario recently and came over for a visit. We got to talking about flying and my lack of a pilot license. I explained that I don't have a strong desire to fly. I really have been quite content with the jobs in the plane that I do have when we are going places. He put that aside, and asked me what I wanted to do in the plane. I said I want to be able to land the plane in an emergency. He said he could make that happen for me. He is bidding on jobs that will allow him some layover time in Ontario so I can continue my training.

Last month and this past Friday we started our training. So far, I have 3 hrs, 10 touch and go's and 3 landings in the 182. I had 14 hours of flying in a Piper 180 many years back. But I never got comfortable in the Piper and we were flying out of busy Santa Ana. Rick has been letting me taxi the 182 around Brackett for practice and letting me fly from the right seat around the pattern.

People often ask if I fly. I would respond, I can, but just can't take off and land. Perhaps this is the year I can say YES, I DO FLY.

January Display & Fly-in Report

Finally a near perfect day weather wise for the first Display of the year. It was actually hot in the sun and the airport had trimmed the trees in the BBQ area so the only shade was under the EZ-Ups.

The turn out was very good. There were over forty aircraft and eighteen cars. Seven of the cars were from the Horseless Carriage Club.

The BBQ was well attended and all of the volunteers did an excellent job. Our thanks to them for helping to make the BBQ and the Display a happy time for all.

This is our fifteenth year putting on the BBQ and display. I hope that all who enjoy the benefits of the display would consider joining the Brackett Airport Association so we can continue for another 15 years. If you wish to join, you can at the display sign in desk.

See you all at the February Display,
Denny Marshall



© Photo by Mark Bassam, Los Angeles

Membership Dues are now being collected by our Treasurer, Dena Miller, for 2013. Annual dues are \$30.00. Being a member, you get information on airport activities and access to increased safety awareness through monthly presentations. We also provide a social atmosphere that develops camaraderie between all aviation enthusiasts, including supporting the monthly aircraft display and group fly-in destination. Help keep the membership strong, join today!

Check List Cheat Sheet



BEFORE FLIGHT

PILOT FIT TO FLY

I - Illness
A - Appetite
M - Medication
S - Stress
A - Alcohol
F - Fatigue
E - Emotion

PREFLIGHT REQUIREMENTS

W - Weather reports & forecasts
A - Alternatives available (plan B & C)
N - Notams
T - Take off and landing distances for the specific day
F - Fuel requirements
A - ATC known delays, slots
R - Runway lengths for every airport expected to be used
E - Expected Aircraft performances

PASSENGER BRIEFING

S - Seat belts
A - Air vents
F - Fire extinguisher location
E - Exit and emergency instructions
T - Talk and sterile cockpit mode
Y - Your questions

IN FLIGHT / EN ROUTE

BEFORE TAKE OFF

B - Boost Pump On
L - Lights
I - Instruments Set
T - Transponder
T - Take Off Time
S - Seatbelts/Door Secure

C - Controls Free & Correct
I - Instruments Set
G - Gas on Fullest Tank
A - Attitude/Trim/Flaps Set
R - Run-Up Completed

FLIGHT CLEARANCE

C - Clearance
R - Routing
A - Altitude
F - Frequency
T - Transponder
S - Special

PARTIAL-PANEL COMPASS TURNS

U - Undershoot
N - North
O - Overshoot
S - South

LANDING

C - Carb Heat
G - Gas on Fullest Tank/Pump On
U - Undercarriage Down/Locked
M - Mixture Full Rich
P - Propeller T/O Position
S - Seatbelts and Switches

AFTER LANDING

Lights - As Required
Camera - Transponder Stby
Action - Pump & Carb
Heat Off/Flaps
Cleaned

SHUT DOWN

S - Switches
L - Lean
I - Ignition
M - Master

GO AROUND

Cram It
Clean It
Cool It
Call It

EMERGENCY/SPECIAL CASE

WHEN LOST

CLIMB
COMMUNICATE
CONFESS
COMPLY
CONSERVE

ENGINE OUT

A - AIRSPEED
B - BEST PLACE TO LAND
C - CHECKLIST
D - DECLARE
E - EXECUTE

SPIN RECOVERY

P - POWER IDLE
A - AILERONS NEUTRAL
R - OPPOSITE RUDDER
E - ELEVATOR RELAX & LEVEL OUT

Flying Funnies

It is said that two wrongs do not make a right, but two Wrights do make an airplane.

“Mankind has a perfect record in aviation; we never left one up there!”

Gunter's First Law of Air Travel: When you are served a meal aboard an aircraft, the aircraft will encounter turbulence.

Gunter's Second Law of Air Travel: The strength of the turbulence is directly proportional to the temperature of your coffee.

A man walks up to the counter at an airport to ask the ticket lady: “Can you send one of my bags to New York, one to Los Angeles, and the other one to Miami?”. The lady responds, “No I’m sorry, but we can’t do that!”. The man replies, “Well of course you can, you did it last week!”

BAA Mission Statement:

To inform members of issues related to aviation, updates on airport activities, and promoting increased safety awareness through monthly presentations. BAA provides a social atmosphere that develops camaraderie among all aviation enthusiasts and includes support for the monthly aircraft display and group fly-in destination.

BAA Board:

President: Phyllis VanArsdale

Vice President: Rick VanArsdale

Secretary: Warrick Leigh

Treasurer: Dena Miller

Membership Chairman: Michael Wood

Program Chairman: Mark Bassam

Events: John Finley

FAAST Representative: John Finley



***Come to the meetings to get and give ideas on how we can all improve the airport community of Brackett.
Together we can make it great!***