



# Tailwinds

March 2013 Edition

***Join Us For a FAAST WINGS Presentation by  
John Mahany  
on  
Thursday, March 7th***

***Our Meeting will Start Promptly at 7:00pm***

***RNAV... LNAV... LNAV+V... LVNAV... APV... LPV... LP... GPS... Are these terms and their meanings confusing to you?*** If so, make it a point to brush up on these and other important acronyms as we review the latest in RNAV/GPS approaches with Gold Seal and Master CFI John Mahany.

***Be sure to sign up on [www.faasafety.gov](http://www.faasafety.gov) to ensure credit for the meeting!***  
***You can search for this months meeting on the FAA website by typing in the  
Select #: WP2148734***

**Cookies and Coffee will be available throughout the meeting**

## Notes From Last Meeting:

- Last month we heard from Carmen Sainz regarding the Brackett Field Airport Land Use Compatibility Plan (ALUCP):

“On behalf of the Los Angeles County Airport Land Use Commission (ALUC), the Los Angeles County Department of Regional Planning (DRP) is developing an Airport Land Use Compatibility Plan (ALUCP) for the Brackett Field Airport, a County airport located at 1615 McKinley Avenue in the city of La Verne. The Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Airport. The purpose of this project is to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public’s exposure to safety hazards and noise impacts are minimized. The ALUCP will not address operations or development within the airport, but airport managers and operators are involved in the process to ensure consistency between future plans for both “inside and outside the fence.” Land use planners from the surrounding cities of Covina, Glendora, La Verne, Pomona, San Dimas, and Walnut, as well as County Aviation Division staff, are also involved. Additionally, there is a community outreach component that will include a public workshop this summer, followed by a public review and comment period leading up to a public hearing before the ALUC this fall. The project, which was initiated in December 2012 and is scheduled to conclude in November 2013, is funded mostly by the California Department of Transportation through the California Aid to Airports Program. For additional details, and to be added to the Community List to receive direct notifications about project milestones, please visit the project website at

**<http://planning.lacounty.gov/brackett>”**

We look forward to assisting Ms Sainz and her department during this time. Previous compatibility plans include one for General William J. Fox Airfield in Lancaster. It is the goal of the Department to develop these plans for each airport within Los Angeles County.

- Dean Engelhardt also provided an overview of what to expect in the event of an earthquake. There has been talk of a “big one” for many years, but are we prepared? Dean recommended thinking twice about the “Duck, Cover and Hold!” method, which is supported by FEMA and the American Red Cross, due to the fact that this places your head close to the ground which, in the event of an earthquake, is most likely moving about. He also recommended using both a chain and rope to tie down your airplane, even when placed in a hangar. The rope, tied with a snug fit (not too tight), provides some elasticity and prevents the aircraft from being abruptly stopped by the chain. The chain, attached with some slack, serves to limit the amount of stretch that the rope may have.

## **Pilot Corner**

You may have noticed a North American T-6 Texan at the February Display. Well that aircraft belongs to Daniel Wotring II and Aviator Flight Training at Fullerton. Daniel got his first taste of aviation on a school field trip to a local airport, where he received a ride around the pattern in a Cessna 182. It was an event that sparked a dream and lifelong passion for flying. Growing up watching Top Gun and Black Sheep Squadron brought about an interest in joining the Navy, however when the opportunity came the timing wasn't right and he found himself drawn to General Aviation. With over 4500 hours, Daniel has had the opportunity to fly other historical tailwheel aircraft including the Ford Tri-Motor Bushmaster, Boeing Stearman and Cessna 170. His flight training endeavours came about as a result of an unsuspecting demo flight in a Remos with Carol Joyner. Carol noticed a talent in Daniel and challenged him to get his CFI rating, a challenge that he accepted. The check ride was scheduled and within a month of the demo flight, a new CFI was added to the ranks. Daniel received his tailwheel endorsement in same Cessna 170 that he later purchased, and believes the skill is invaluable. Tailwheel aircraft require forward thinking and need to be treated with a level of respect. Greater emphasis on understanding wind flow patterns around airports and anticipating (not reacting to) the aircrafts behaviour are just a few of the lessons learned. In regard to flight training, Daniel believes there is no substitute for time in the cockpit as there aren't any really good simulators that can duplicate the tailwheel experience. When asked what his favourite aircraft was to fly, Daniel said the Stearman; there is nothing like feeling the environment around you and the experience is either that of "shear pleasure or shear terror!"



**Daniel Wotring from Aviator Flight Training in Fullerton is a CFI with over 4500 hours of experience and specializes in Tailwheel, Classic, Antique and War Bird Trainers including their Cessna 170, Great Lakes Biplane, and T-6 aircraft.**

**[www.aviatorflighttraining.com](http://www.aviatorflighttraining.com)**



*from the windsock*

BAA Member Jeff Strouse has a new idea in flight training. He and a friend bought a simulator, made by Precision Flight Controls in Sacramento, and it's not a desktop! It is a motion simulator with 255 degrees of visual, and you actually have to get in. The DCX will emulate 32 different airplanes - both singles and twins. They want to open the sim to all instructors so they can train their students in situations which might not be safe to attempt in a real plane. The sim is Part 61 approved for Instrument Recurrent Training, Instrument Proficiency Checks and much more. They are located off the El Monte airport at 10505 Valley Blvd., Suite 238. For more information contact Jeff on his cell # 626-826-7806 or please visit: **[www.aerialsimtraining.com](http://www.aerialsimtraining.com)**

# February Display & Fly-in Report

Stearman



T-6



The February Display was one of the biggest for this time of the year, being attended by over 50 aircraft and about 8 cars. As a result of the great attendance, several aircraft were parked in the overflow parking on the east side of Randy's hangar. The perfect weather made for an enjoyable time, and over 100 hot dogs were served to those who came.

For those who are interested, the T-6 and Great Lakes Biplane are going to be at next months Display to sell rides.

See you at the March Display,  
Denny Marshall

Maule



Travel Air

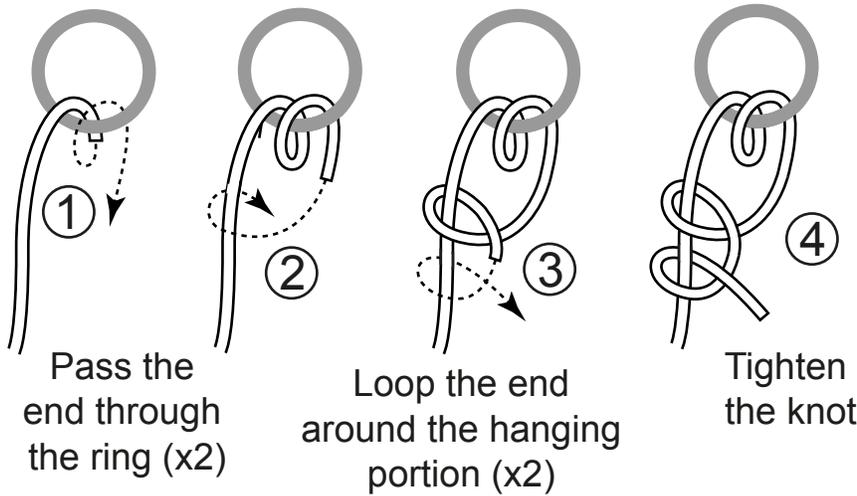


## Ladies Corner

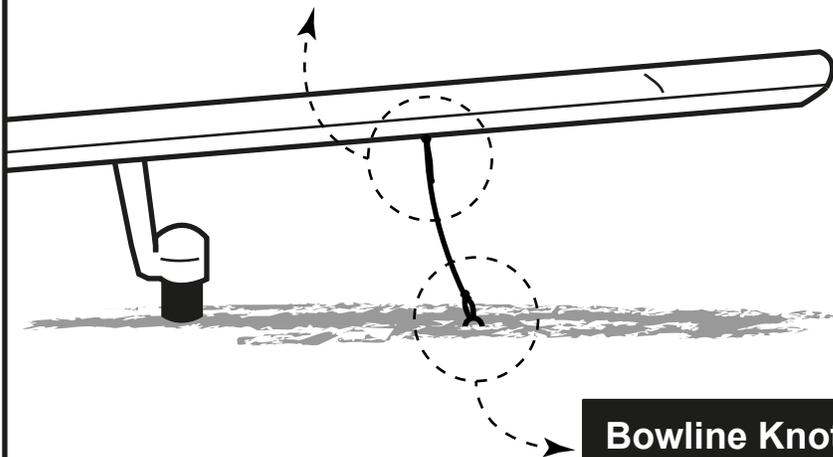
*Our knitting and crocheting of helmet liners and blankets for 2013 is underway. A big thanks to Frank Sigona for his cash donation for yarn and supplies. We appreciate any additional contributions to support our troops overseas. If you can knit/crochet, have yarn/supplies to donate, or would like to help, then please contact Marilyn at [warmingourvets@hotmail.com](mailto:warmingourvets@hotmail.com) or Alice at (626) 449-1573*

# Knots for Securing Your Airplane

## Round Turn & Two Half Hitches



A round turn and two half hitches is used to secure a rope to a pole or ring, or to start or finish a lashing. It is a good knot for securing a rope to the tiedown ring, and it is commonly used by many pilots.

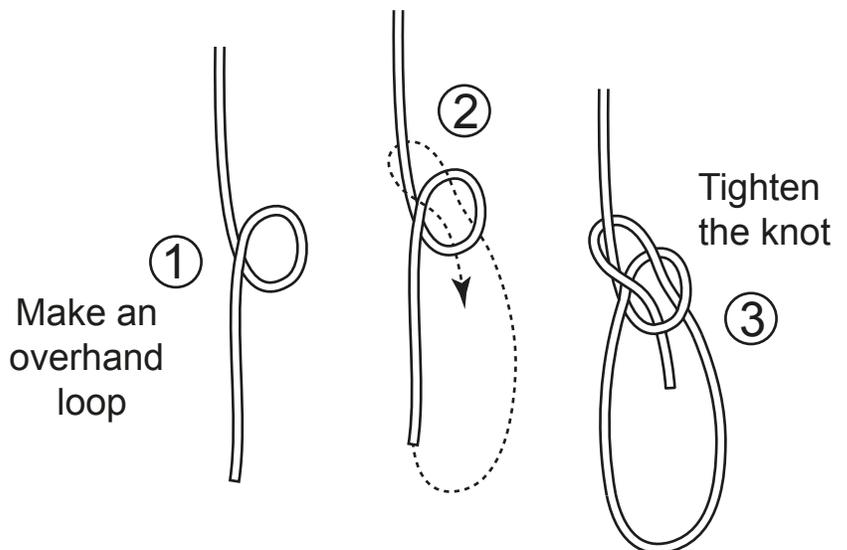


The minimum recommended tiedown rope is one which will resist a pull of approximately 3,000 pounds. Nylon or dacron rope is preferable to manila rope. Manila shrinks when wet, is more susceptible to mildew and rot, and has considerably less tensile strength than either nylon or dacron.

## Bowline Knot

The bowline is one of the simplest ways of putting a fixed loop in the end of a rope. It is easy to tie and untie, it doesn't slip or jam, and it has a high breaking strength. It is a good way to secure a rope to a tiedown ring. It is also very good for attaching the tiedown rope to the anchors in the ground. For added security, you can finish the knot with a stop knot such as a figure of eight to remove any possibility of the bowline slipping.

Thread the end up through the loop, around the back rope and down through the loop



# ***Flying Funnies - The Greatest Lies in Aviation***

"I'm from the FAA and I'm here to help you."

"Me? I've never busted minimums."

"I have no interest in flying for the airlines."

"I fixed it right the first time, it must have failed for other reasons."

"All that turbulence spoiled my landing."

"I only need glasses for reading."

"I broke out right at minimums."

"The weather is gonna be alright; it's clearing to VFR."

"Don't worry about the weight and balance -- it'll fly."

"If we get a little lower, I think we'll see the lights."

"We shipped the part yesterday."

"All you have to do is follow the book."

"This plane outperforms the book by 20 percent."

"Oh sure, no problem, I've got over 2000 hours in that aircraft."

"No need to look that up, I've got it all memorized."

"Sure I can fly it -- it has wings, doesn't it?"

"We'll be home by lunchtime."

"Your plane will be ready by 2 o'clock."

"I'm always glad to see the FAA."

"It just came out of annual -- how could anything be wrong?"

"I thought YOU took care of that."

"I've got the field in sight."

"I've got the traffic in sight."

"Of course I know where we are."

"I'm SURE the gear was down."

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## ***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!***