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Inn Flying Club, Inc.
P.O. Box 683
Gaithersburg, MD 20884-0683

Inn Flying Club, Inc.

Flying Rate Increase

Bryan Troutman

At the July 21 meeting, it was voted and approved that an increase in the flying rates would take effect as of August 1, 2004. The flying rate for all aircraft will increase by $5.00. ✈

AMO Needed

Tom Grass

Ron Patterson needs to step down as the AMO of the 152. He has done a great job!!!! Is there anyone who would like to be more active in the club and help take on this task? Call me or any of the AMO should you have any questions about the position. ✈

AMO Reports

Chief AMO: (Tom Grass)

Aircraft Summary:

N93127: (Ron Patterson)

No Report this month. ✈

N92704: *(Tom Shioutakon)*

No Report this month. ✈

N30YR: *(Mark Mercer)*

No Report this month. ✈

N759DB: *(Bill Schultz)*

No Report this month. ✈

Realistic Unusual Attitudes

Harry Kraemer

The traditional approach to unusual attitude recovery training has become more of a drill then a lesson. Basically the instructor has the student close his/her eyes, take feet and hands off of the controls, and put their head down while the instructor gets to do aerobatics with the plane. The instructor will usually give the aircraft back to the student in a critical attitude and the student must recover to straight and level. Easy! The student expects the aircraft to be nose high nearing a stall, nose low nearing red line, or in some other critical attitude. What's wrong with this?

For starters, it's not realistic. How many pilots, while at the controls, take their hands and feet off of the controls, close their eyes, and put their head down? Probably not one! When the instructor gives the aircraft back to them, they expect something to be wrong. Most pilots would also say something like "I would see this happening, or I would feel this happening". They argue that they would never let the aircraft get like this while at the controls. We'll see!

Second, it doesn't teach anything about *seat of the pants flying*. There should be more to this drill then just being able to safely get the aircraft out of the unusual attitude. The pilot should learn a

lesson about following his/her *seat of the pants.* A pilot who follows his/her *seat of the pants* signals while IMC is asking for an unusual attitude. Unless you've been there, it's hard to believe that your own body would lie to you. Until now their (the student) body has always been correct. It aches when over worked, it tells them when they are upside down, and it even tells them when it hasn't enough rest. Now a flight instructor comes along and tells them not to believe it. Instructors have said over and over "Believe your instruments, not your body signals".

Third, it wasn't self-induced. Someone else put the aircraft into an unusual attitude and you have to get it out. **Real** unusual attitudes are most likely self-induced. As an instructor, I have always said that the best lesson for a student is one that he/she teaches himself/herself. Some of my best lessons were ones that my student set up (usually by mistake) and I just set back and watched, thinking, "I couldn't have planned this to work out better". This is very true with unusual attitude recovery. I let the student or PIC unknowingly and perhaps unwillingly put the aircraft into an unusual attitude and have them recover from it.

The next time you practice unusual attitudes, try this. Don't take you hands or feet off of the controls. Instead, while under the hood (with a safety pilot or flight instructor) close your eyes and try to maintain straight and level. Tell your instructor or safety pilot to tell you when to open your eyes and recover (from the unusual attitude that **you** put the aircraft into) by instruments or by visual references. This is realistic, you will also experience the psychological affect where you are saying to yourself that this can't be happening, I never took my hands off of the controls, I didn't do this, or the instruments must have failed. It will not take long for you to put the aircraft into an unusual attitude, yourself. During this time you never left the controls, you were PIC. It doesn't take long for this to happen. The average pilot will deviate from straight and level in less than a minute. This is a more realistic approach to entering an unusual attitude. It will also show you how easy your body signals can fool you into thinking that the aircraft is doing something else. For some advanced unusual attitude recovery training approach them the same way as above and then try some shallow turns. By using *seat of the pants*, you will sometimes turn in the opposite direction.

Disorientation or vertigo is usually the beginning of an unusual attitude. Pilots of all experience levels can be/are subject to vertigo. The well-trained pilot knows to follow his/her flight instruments

Currency Records Update

Click here for the list of currency records for all pilots:

CURRENCY

NOTE: You must be logged into the Aircraftclubs.com site for this to work!

The following will expire at the end of August 2004:

Medical: Harvey Arnold

BFR: Craig Grass, Greg Sanchez

Checkout: Craig Grass, Greg Sanchez

REMINDER - We are required to have written proof of each member's currency. We need to have a copy of each member's most current BFR (or check ride certificate, or WINGS Program certification), Medical and the club's annual checkout form on file. STUDENT PILOTS - Please note that if you have been signed off to solo, we need to have a copy of your medical certificate and a copy of an IFC Checkout given by a club-approved instructor. If you have any questions, please call our Chief CFI.

Please send the copies to the club's PO Box or bring them to a monthly meeting.

Please note that the Board will not consider any request for an advance schedule unless we have all of the member's current documents on file.

when there is a disagreement between body signals and flight instruments. Vertigo is defined as a state of temporary confusion; not knowing which way is up. It happens when misleading information is sent to the brain by your various sensory organs. Your body may be telling you that you are in a turn when your flight instruments are saying otherwise. This is where you must be able read and correctly interpret your flight instruments. **All of them!** Remember a failed flight instrument that is not caught can lead into an unusual attitude. Cross checking each flight instrument with another is the best way to catch a failing or failed flight instrument. A pilot's best defense in avoiding unusual attitudes is learning how to correctly interpret your flight attitude by reference to his/her flight instruments only. You must also learn the limits of each flight instrument and what to expect when one reaches or exceeds its limit. For example, what is the limit on your attitude indicator? What will it look like when it exceeds this limit?

One thing to remember when trying to recover from an unusual attitude is that an instinct reaction **may** worsen the situation. This was probably first experienced during initial stall training as a student pilot. During a stall, when a wing drops, a pilot's instinct is to pick it up with opposite aileron. However, using too much opposite aileron at a slow speed without proper rudder can actually worsen the situation. This is due to adverse yaw. If the left wing drops and a pilot tries to correct by moving the yoke or stick to the right, this will put the aileron down on the left side creating a certain amount of drag towards the left. This can cause the left wing to drop more or for the aircraft to yaw in that direction. The Airplane Flying Handbook states "that ailerons can be use to level the wings". It also goes on to say, "using ailerons requires finesse to avoid an aggravated stall condition". Without the proper finesse, the adverse yaw created by the aileron could result in a spin unless rudder was use properly to maintain directional control and/or the pilot reduced the amount of aileron input. Another area where pilot instinct is incorrect is during spin recovery. Instinct may say, "Pull back", when the airplane is pointed towards the ground. However, we should all know that this is not correct. For **most** airplanes and **most stalls/spins**, pushing forward on the yoke is early on in the stall/spin recovery process.

More and more corporate flight departments and airlines are requiring their pilots to take some type of unusual attitude recovery training or upset recovery training. Part of the increase in this type of training may be partially due to the fact that there has been several highly publicized upsets by airliners or corporate aircraft that have resulted in fatalities. One of the most recent and highly publicized incidents was the Falcon 900 in Greece that experienced an in-flight upset that resulted in several fatalities on board the aircraft. However, the pilots were able to recover from the upset and land the aircraft. But are you ready to recover from an in-flight upset? Advanced training is one of the most important things a pilot can due for himself/herself. With proper training and practice, you can improve your chances for being able to recover from an in-flight upset or unusual attitude. Also, aerobatics, advanced unusual attitude recovery, or some type of emergency maneuvers training can and will give you more confidence and improve your everyday flying skills..

Special Announcements & Notices

- We currently have 4 openings in the club for new members. Any member who introduces a new pilot to the club is eligible for 1 free hour of flight time.
- **New Club Members**

  Please welcome the newest members of the Inn Flying Club! Welcome aboard...

  - **None this month**
- **Frequency Changes**

  The PCL frequency change to CTAF (123.075) has been made and tested OK. Requests for fuel made still be made on frequency 122.850.