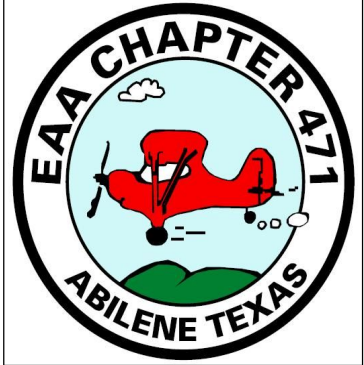


Hangar Flyin'



March 2008



The Young Eagles Flight Review

Tim L. Walker

PILOTS NEEDED NEXT THIS SATURDAY!

If you are a current EAA member and registered with the Young Eagles program... we need you to fly kids on March the 8th at SWW. The pilots need to be there @ 9AM and ready to start flying at by 10AM. John Howard will host us at the FBO. The 100LL fuel will be \$3.87 per gallon. Please E-Mail me if you can fly!

tim@tlwalker.com

This is part of the Women in Aviation Day at Avenger Field in Sweetwater.

Tim's answer of the month... "A Check list is NOT a to do list!"

Monthly Breakfast

Some of our members will be participating in the Sweetwater Young Eagles Rally. For those of you who will not attend the rally, please feel free to gather at the Golden Corral on March 8th at 9AM.

FROM THE TOWER

by Charlotte Rhodes

Thought I would give you an idea of what is going on at the tower so when you go flying you can be better prepared. The tower and approach is open 24 hours 7 days a week as you know. We have 16 fully certified controllers of which two are on extended medical disqualification; 7 trainees of whom 3 are tower certified and the others are training on the tower side. Two of the tower certified trainees are getting ready to train on approach as soon as we finish running them on the radar simulation problems. The midnight shifts and sometimes on the weekends is pretty much the only time training is not going on. The earliest either one of the guys training on approach will certify will be late summer or fall and we are losing 2 certified controllers in June to Denver. Our normal staffing is 23-25 certified controllers which allow for 5 to 6 controllers on the day and evening shifts along with any trainees. This staffing also allows us to work approach down-stairs in the radar room. For some time now due to the short staffing, we have had to work the approach in the tower. That means, everything is being worked out of the tower on combined frequencies and it gets noisy, crowded and testy at times. We have a very talented group of certified controllers that can accomplish many things with very little to work with and they train constantly in this environment. They put forth their best everyday but they too can get tired. Now, add in the all the military flying, they too are training, and we can have some very exciting situations. So, please keep this in mind when you are wheels up and help us look out for the other guy because the weather is getting nicer and people are doing more flying now. Don't hesitate to question something if it doesn't seem right, we are all capable of making a mistake and if you have a problem give the tower a call on the ground and let them know. If any member ever wants a tour give me a call and I will set something up. Stay safe and see you at Sweetwater on March 8th.

Member Experiences Successful Forced Landing

by Scott Koeckritz, N2160Z

There I was... Friday afternoon around 1700 going through my aerobatic maneuvers in my normal practice area just east of Clyde Lake. I was by myself so it was a great opportunity to practice each of my maneuvers without worrying about a passenger. After a couple of aileron rolls, loops and Cuban 8's I started a hammerhead at 5,500' MSL. The Robin's POH states, when you get less than 1 positive g, the engine will stop due to fuel starvation and once positive g's are back on the airplane the propeller windmills and starts back up. The last half dozen sorties after my November annual the propeller tried to start but couldn't spin enough to fire the mags. Normally I turn the starter and the engine fires right up. So back to my hammerhead—it wasn't the best maneuver but wasn't too bad either as I pulled the nose straight up and tried to hold the plane vertical and just before I lost all my energy I kicked the rudder full left and the nose fell hard left and slightly aft. The engine fell silent as expected and I started the recovery. I let the nose track straight down as I watched the prop try to windmill back to life. I shook my head in frustration with my prop, pulled straight and level and turned the key to start the engine. To my surprise the engine didn't start up right away!! I'm not sure how many times I hit the starter but I know it was a lot! I never once thought that the engine wouldn't start but I instinctively headed toward the biggest field I could see. I was approximately 2000' AGL and less than a mile away from the field when it hit me that the engine wasn't going to start and that I was going to have to put it down in the field. I set myself on a base leg then declared an emergency with Abilene approach. As I got closer to the field I started picking up the details of the field. I remember seeing a tree in the field but it wasn't a factor, then I picked up the plow lines—I was aligned with them but they curved a little bit! I carried a little extra airspeed as I lowered the flaps and slipped to lose altitude. Once I felt clear of a small dip in the terrain I started to flare. I just held the nose up and stared at the trees on the other end of the field. The mains touched down and I concentrated on holding the nose off the ground. When the nose touched down I braced myself for the worst but to my surprise I had no problems as I gently applied the brakes and came to a complete stop. I couldn't talk to approach but I was able to relay to them through another airplane that I was okay but I couldn't give them an exact location so I asked them if they wanted me to activate my ELT. My battery was losing power quickly so I told them that I would check back in 5 minutes. I un-strapped and climbed out of the plane not knowing what to expect, then suddenly the realization that I just performed a forced landing in a field and that I'm probably the luckiest person on Earth came rushing towards me as I looked at my plane—I didn't even get any mud on my wheel pants!! A few minutes went by until I saw the TSTC airplane fly by and jumped back on the radio. With a few vectors I was able to talk to him on to my position. The pilot helped me relay some info to Approach and he pretty much did all the work helping the emergency crews find me. Two Callahan County fire trucks, the sheriff and even the game warden showed up about 45 minutes after the landing. I think they were a little disappointed that there wasn't any wreckage but I think they were glad that I was all right! I locked up the plane so the cows didn't steal my headset and got a ride back into town with the Callahan County Sheriff. Probably the worst part of the whole ordeal was calling my wife and explaining what happened and asked her if she would pick me up at the Sheriffs office in Clyde!

I was pretty lucky that day and as I re-live the experience in my mind I recall the things I did right and more importantly the things I did wrong that day. The following is a couple of lessons that I learned or re-learned and thought I'd share them with you—take them for what they're worth.

1. When was the last time you did a practice emergency landing? For me it had been over a year and oh by the way never in the Robin! Even though my landing was good I missed many of the checklist items like shutting down the fuel system, the electrics and cracking open the canopy. I could have been in serious trouble if my landing spot wasn't so good. I recommend going through all the steps in your emergency procedures when you practice them because when you are in the middle of the situation you don't have the time to think about it.



2. Do you know how to declare an emergency? In the Air Force we practice emergency procedures often and occasionally have to declare one for real. I reverted to my military training, declared an emergency, dialed in the appropriate squawk and gave the controller as much information that I could—then told him to standby as I started my final approach to the field. I recommend a review of Chapter 6 (Emergency Procedures) in the AIM, and then think about the best ways to let ATC or other aircraft know what is happening to you and your aircraft and where to come get you! It took them 45 minutes to come get me under perfect conditions—I hate to think what could

have happened. Use the resources available to you.

There are many more little things that I learned during that whole experience and I'd be happy to share them with you over a cold beer in the hangar. I know I review my emergency procedures and check my battery a little more often! Before I go: I wanted to thank all those that helped me that day including Jason Madewell (TSTC Instructor), the folks at the Abilene RAPCON, the unknown pilot in Tango Alpha, the Callahan County Volunteer Fire Dept, Sheriff Eddie Curtis, Mr. Power from the Ft Worth FSDO and all the EAA members that called or helped me out.

MARCH 15, 2008

(F23) 32-27-09.4690 N / 098-40-58.2110 W

TEXAS ANTIQUE AIRPLANE ASS'N

PICNIC MEETING & FLY-IN



AAA member and Ranger Airport supporter Jared Calvert is hosting this event. Drinks, dessert, and a grill will be provided. Jared will have hamburgers for those who wish to not bring their lunch, but he must be notified. Contact him at:

254 433 1267 or n86jc_f23@excite.com

F23 website: www.myspace.com/rangerairfield

TXAAA website: www.txaaa.org

TAKE A TRIP INTO THE PAST

RANGER ANTIQUE AIRFIELD

E S T A B L I S H E D 1 9 2 8



Still hanging onto your paper pilot certificate? You'll need to upgrade to a plastic pilot certificate by March 31, 2010. The FAA released its final rule on Feb. 28, announcing the required switch to the certificate it deems is more counterfeit resistant. When the FAA proposed this mandate in 2005, AOPA members overwhelmingly supported the move.

There is a spot in hangar 3 available for sub-lease. David Stark's Cabin Waco will not be arriving in Abilene for a while, so he would like to sub-lease his spot. If interested, please call Dr. David Stark at (325) 669-6946 or email rdstark8858@sbcglobal.net

These members have paid their dues. If you are not on this list please renew

- Arrighi
- Baldrige
- Bauries
- Beasley
- Beitscher
- Berg
- Berry
- Bledsoe
- Bradshaw
- Bridwell
- Cannon
- Carter
- Chapman
- Cotner
- Dennis
- Evans
- Fehr
- Fletcher
- Fridrich
- Gill
- Griffin
- Gullett
- Hays
- Henson
- Humphrey
- Johnson
- Jones
- Keef
- Koeckritz
- Krazer
- McCormick
- McMillian
- McMurray
- Merritt
- Middleton
- Miears
- Nichols
- Novak
- Polasek
- Potter
- Rhodes
- Robertson
- Screws
- Smith K
- Smith Chris
- Snelgrove
- Stark
- Stevens
- Ueckert
- Ulibarri(2)
- Walker T
- Walker C
- West
- Wright
- Zimmerle

Calendar of Events

March 8 Women in Aviation day/Young Eagle Rally. Sweetwater

March 15 San Angelo Airshow
Featuring USAF Thunderbirds

March 15 Ranger Fly-in 12 noon
contact: 254 433 1267

April 8-13 Sun n Fun
Lakeland Fl

July 28-Aug 3 Oskosh

May 3 Big Country Airfest
Dyess AFB

EAA Chapter 471, Inc
PO Box 2585
Abilene, TX 79604

