



Left Seat: Crew Change



Happy New Year 2009! EAA Chapter 162 begins the new year with a 'crew change' of officers and members of the Board. As the incoming rookie President, I would like to thank outgoing President Shelby Smith (or should I say newly arriving Past President?) for the

great teamwork and team-building that his two years in the Left Seat brought to the Chapter. Outgoing Vice President Peter Cassidy remains our resident Master Teacher and Richard Collins-equivalent author, and is replaced on the Board by incoming Veep Brian Sutherland, an RV-10 builder-pilot like yours truly. Jerry Vanatta has handed over the Secretary steno pad to incoming Secretary Jacky Winters, and outgoing Treasurer John Beam hands the money pouch over to Steve Kravitz.

These 'primary flight crew' are backed up by an experienced and talented Board of Directors that include William Dudley, Terry Daily, and Rick Spencer as the incoming 'freshman' class, and Shelby, Jerry and John as Past Officers who keep the corporate memory and help guide the Chapter's flight path. Many thanks to Board members Bill Hetzel, Peter Cassidy, Richard Wass and Marty

Emrath who completed their successful and productive terms in 2008.

We are going to make a *Valiant* effort to make 2009 an entertaining and educational *Bonanza* that we hope will *Eclipse* prior year's calendars with *Lightning* speed, and we hope by the end you will agree it was neither an *Aardvark* nor an *Albatross*. (Sorry, couldn't resist!). Here are some of the high points of the Chapter agenda for the coming year:

- As an experiment – hey, it is the *Experimental Aircraft Association* – we are going to move the regular monthly meetings from the third Thursday to the third Wednesday evening to see if it reduces the conflicts that a number of our regular members were having with other community and religious organizations. Same time: light dinner at 6:30 pm, followed by a brief business meeting, announcements and the main program at 7:00 pm. Same location as last year: Hangar 444 at Tune, or the terminal building at Tune when it is too cold.
- In addition to our monthly evening programs, we will have *Birds of a Feather* outings on Saturdays throughout the year. As shown in the On the Horizon calendar of future events below, these are tentatively scheduled to include some really outstanding fun, including a Springtime variant on the ever-popular Poker Run competition, a "Fly Me Out to the Ballgame" trip to St. Louis for a Saturday baseball Cardinals game, and a day of glider flying in the Fall at Puckett gliderport in Eagleville.

- As Shelby did in the past, we are going to strive to have a balanced set of programs that include general pilot education (such as Peter Cassidy’s presentation on aircraft icing coming up this month), sessions on topics relating to building and maintaining aircraft, visits to see aircraft projects underway, unusual and interesting airplanes, and warbirds. In the warbird category, we have a terrific program scheduled for February 18th, when we will visit Pony Maples’ personal Military Museum at his house on Curtiswood Lane. Pony has painstakingly restored a number of aviation artifacts, including a B-24 Liberator cockpit and bomber gun turret. Check the Chapter’s website at www.eaa162.org for the latest updates to the program schedule.
- Community service is an important part of our mission, and 2009 will include Young Eagles and Boy Scout Aviation Merit Badge events led by Brian Deno, who takes over the reins of these activities from the able hands of Steve Kravitz.

If you picked up this newsletter for the first time you might think the new Chapter President is some sort of airline guy, but that is not so. The picture that accompanies this column does have a story associated with it, though, and the details are available in this edition of the Newsletter under the heading of “Airline Pilot for a Day.”

As we prepare for liftoff on the 2009 program of activities, I’m reminded to remind you that it is time for annual dues. There is good news about dues, and it’s not just that full membership is only \$30 for the year, and students and seniors over 65 pay only \$10. It’s that you don’t need an envelope and a postage stamp: the eaa162.org website now has secure online payment capability and you can use a credit card or a PayPal account to sign up for the year. Or bring your dues with you to one of the upcoming programs – we’d love to see you there. C’mon down to any of the Chapter activities, and bring a friend! The new crew has the flightplan dialed into the computer, and we’ve been cleared for departure. Fasten your seatbelts and enjoy the ride!

Dan Masys
2009-10 President, EAA Chapter 162

On the Horizon: calendar of events

2009 features programs on *Wednesday* evenings--generally the third Wednesday--of each month, and Saturday “Birds of a Feather” outings. The calendar is subject to change, however, so for the latest check the Chapter’s website at www.eaa162.org

Date	Event Name	Location	Presenter/Leader
Jan 21	Icing	JWN	Peter Cassidy
Feb 18	Pony Maple’s personal warbird museum	Pony’s home	Pony Maples
Mar 18	Project Visit	TBD	
Apr TBD	Pinch Hitter Course	JWN	Steve Kravitz
Apr 15	Experimental Aircraft Electrical Systems	JWN	Brian Sutherland
Apr 21 - 26	EAA Sun ‘n Fun	Lakeland FL	
May TBD	May month-long Poker Run	Various	Shelby Smith
May 20	Aviation Physiology: Spatial Disorientation and Vertigo	JWN	Dan Masys
Jun 20	Young Eagles	JWN	Brian Deno
Jul 22	TBD		
Jul 27 – Aug 2	EAA Airventure	OSH	
Aug TBD	Fly Me Out to the Ballgame: St. Louis Cardinals home game	Bistate Parks MO	Bill Hetzel
Aug 19	Radial Rocket progress	Hawes home	Andy Hawes

Date	Event Name	Location	Presenter/Leader
Sep TBD	Glider Flying at Puckett Gliderport, Eagleville, TN	50M	William Dudley
Sep 23	Engine Monitors	JWN	Peter Cassidy
Oct TBD	Hands on workshop: Basics of Riveting	JWN	Masys and Sutherland
Nov 18	Survival Techniques	JWN	TBD
Nov 21	Young Eagles/Boy Scouts	MQY	Brian Deno
Dec 12	Holiday Party	TBD	Shelby Smith

For more details see www.eaa162.org.

We're Here to Help???



It wasn't a dark and stormy night, but it was a dark night, as I lined up for a landing at my home field, a lighted turf runway, just as I had at least dozens of times before. But instead of another landing, my passenger and I ended upside down near the end of the runway hanging in our straps with our faces in the grass. Among other factors, the stiff-gear Thorp bounced when I touched down and I hit the brakes too hard upon next contact, catching the prop,

coming to a stop with just enough momentum to come over on its back. Not good. There's no denying that I screwed up the landing, but fellow aviators that was just the start of a nightmare that I still can't fully comprehend.

Fully expecting to be able to crawl out after we flipped, that possibility vanished with the collapse of the canopy roll bar as we contacted the ground inverted. Instead, the tail absorbed the full impact and left us with our heads in the dirt, hanging in our straps with a dripping fuel tank in our laps. Unable to move, I directed my cohort to turn off the mags, fuel and master. Trapped in the aircraft with no help available and fire potential I got the passenger to find my cell phone and call 911, a decision we would soon regret. A neighbor arrived as we waited, attempted to raise the tail, but she was unable and we sent her to get more neighbors to help.

The cavalry arrived within minutes, and fully expecting all these rescue personnel to raise the tail and let us crawl out, we released our seat belts and harnesses, another bad move. Upon arrival, the first responders asked if we were injured. I replied no, but we needed to get out since the risk of fire was high with the hot engine and the fuel leaking. The 911 personnel responded that they were not authorized to move the aircraft or try to rescue us, and had to wait for "right equipment" to arrive. My neighbors then attempted to pick up the tail, but the fire chief and the Kentucky Highway Patrol officers prevented them from moving the aircraft. (The aircraft weighs less than 1200 pounds empty.) The "rescuers" moved back about 50 feet in case of a fire and a neighbor asked the fire chief to at least move a fire extinguisher next to the aircraft in the event of a fire. He did and then moved back to a safe distance until the right equipment arrived.

After about 50 minutes lying there on our heads with aviation gas dripping on us, the right equipment arrived. You got it---the jaws of life!

I protested that there was a possibility of a spark when cutting wires or metal, but they cut the sides out anyway, causing significant damage. Once out we dusted ourselves off, we walked to the tail and lifted it demonstrating how simple and rapid extraction could have been using common sense. Of course we had to sign a release in order not to be taken to the hospital via ground or air by EMT. I then left the some 150 people who had gathered (including the TV reporters from 25 miles away) and walked to my house, located on the airport.

Wait, there's more--it gets worse! Back in my home, 10 minutes later, I was washing the dirt out of my hair and the phone rang. It was the FAA, NTSB, Memphis Center and FEMA on a conference call, demanding to know what happened. FEMA??? I relayed that no one was injured. I really wasn't too keen to talk about what happened since I had just crawled out of the wreckage. I hung up. About 5 minutes later 3 KSP troopers appeared at my front door. I opened the door, they brushed me aside and walked into my kitchen. No 'How are you, can we come in,' just walked into my home with no request, no reason given. Once inside, the lead trooper dialed his cell phone and shoved it in my face. Guess who? The FAA, NTSB, Memphis Center and FEMA?? demanding to know what happened. I told them that my rights were being violated, since I was not required to comment on an incident, but since 3 troopers with guns were making me talk, I had no choice. I again relayed that no one was injured, if that mattered. Apologized for being rather short, but I was still a little shook up, but still was not commenting on what happened. NTSB then threatened that I had only 10 days to make a formal report (or else). I informed them I was aware and still had over 9 days to report. I assured everyone that when the investigator arrived, I would, and did, fully cooperate with the proceedings, and ended the call.

Not good enough for the troopers. The lead trooper started asking me questions about my flight qualifications- night hours, cross country hours, total flight hours, number of night landings, was I drinking. He obviously had no idea of the information gathered and although there was nowhere on his investigation form to enter the info, he insisted this was necessary. It was. The guy with the gun can ask anything he wants, since he makes the rules. I was drinking after this ordeal. I didn't get much sleep that night, thinking about the crash and burn scene in The Great Waldo Pepper.

Although it's unlikely that any reader of my ordeal is likely to bend an airplane, I would like to relate several lessons I learned during my tour of post-mishap bureaucracy:

You don't have to initially divulge any information about your actions in an incident, (even with a state trooper pressuring you). I recommend the AOPA legal coverage. They offered expert advice and follow-up which allows you to not makes critical errors during a very trying process. However, once the dust has settled, the incident has been investigated, don't try to BS the FAA. They are professional, experienced aviators who can quickly assess what happened, but are not out to bust you. They have a process that must be adhered to, but my experience was entirely cooperative and considerate from the investigation to reexamination. My compliments to both Louisville and Nashville FSDO's. However, I can't say the same for the NTSB, since they never acknowledged receipt or follow-up to my narrative of the mishap, and published a totally inaccurate account of the event.

Are you current for flight operations? Current flight review, current medical, instrument currency, night landings for carrying passengers? Is your logbook up to speed, proper endorsements for currency? Is aircraft certified for the flight operation involved? In annual? Certified for night flight.? Transponder current? Instrument static system current? ARROW documents in the

aircraft? STC's affecting flight operations in the aircraft? If EXPERIMENTAL, are incident operations allowed in the initial (certification) operating limitations (can it be flown at night, most can't unless certified by an A&P)? Are the operating limitations for initial certification in the aircraft.(must be onboard during flight)?

Is your insurance current and in effect, or expired? The insurance company is also interested in the aircraft currency, and your currency. It's amazing how many pilots let either their medical or flight review just barely expire and go flying. It's in the contract, you and the aircraft must be current, or no claim. I found the insurance company to be fully cooperative, but I know a local pilot who was left holding the bag because his flight review was expired.

Experimental aircraft present unique challenges. My roll bar collapsed because of the weak welds. It looked crashworthy, It wasn't damaged in the crash, but almost took my head off as it broke loose. Do you preflight for other than ordinary items? Do you unlock your canopy on takeoff and landings? You probably won't be able to open it if you're knocked out or immobilized in a flipover. Nor will someone trying to rescue you be able to open it if it's locked. Got shoulder harnesses? They work.

If required to take a reexamination flight, contact the examiner directly to define the parameters of the flight and the equipment required. I needed a tail wheel aircraft and demonstrate takeoff and landings. Obtain the examiner's weight. Calculate a weight and balance for the flight. Double check the ARROW items, check your logs for currency (3 full stop landings to carry a passenger in a tail wheel). Check the aircraft logs for currency and SIC's. Tab annuals for quick check by the examiner. I went through 3 aircraft because of exceeding weight limits with 2 people on board, transponder out of currency, no STC's or

complete records on board. Don't show up without proper documented pilot and aircraft logs. You just put the examiner in an awkward spot and you'll be sent home. On the flight, stick to the flight plan, keep it simple. The examiner just wants you to demonstrate the maneuvers he asked for

I won't deny that I still think about the lack of common sense and what I feel was a gross violation of my civil rights by the state police. However, with the help of the local regional airport manager, his fire/crash experts and a FAA post-crash expert, we are scheduling a hands on seminar for local fire fighters, EMT and local/state police. We plan to record the session and make it available to EAA and AOPA for other local first responders. America is spring loaded to call 911, thinking that the first responders are expert in all scenarios of rescue. I found that very untrue in aviation mishaps. When you call 911, you turn your fate and control over to the "rescuers". Unless they have experienced an aviation event, you probably are much more knowledgeable than the local fire brigade. Obviously if seriously injured, 911 is probably the best call. If a minor incident, consider the process you start when you call. Keep the shiny side up.

Terry Richardson

Airline Pilot for a Day

Does there exist an aviator anywhere in the land of general aviation who has not wondered what it would be like to fly an airliner? Well, probably, but I'm not one of them, and my natural inquisitiveness about this was rewarded recently by an opportunity to participate in the Airline Training Orientation Program (ATOP) conducted at Continental Airlines' corporate flight training center in Houston. For \$475 (plus you getting yourself to Houston and

supporting your own lodging) you can get an intense day of ground school in the systems of the Boeing 737, and spend an hour in a 737-800 full motion simulator guided by a CFII



instructor pilot as you play the role of both Captain and First Officer (more properly known as

Pilot Flying and Pilot Monitoring these days). And an additional hour riding up and down in the simulator watching another two person crew do the same.

My compatriots in this exercise made up four crews of two persons each. One was an aspiring young man of 27 who was on the road to become an airline pilot and wanted to experience the pot o' gold at the end of the rainbow. The rest of us were GA pilots in our 40's and 50's who, in the words of program originator and grand poobah Wayne Phillips, were in "Walter Mitty mode," living our dream



of guiding 150,000 pounds of advanced technology turbojet heavy iron around the skies. Most of the

attendees were relatively low time pilots with 100-200 hours, and it seemed only about half had instrument ratings, which had to have made the vocabulary and procedures of the all-IFR world of the airlines seem even more of an information overload.

Being the proud papa of an RV-7A and EFIS equipped RV-10, I had a special interest in

Boeing's approach to systems design and user interfaces. This kept me keenly engaged even late on the afternoon of the first day, when some of the participants were glazing over a bit on the intricacies of electrical systems, hydraulics, engines, heating & cooling, pressurization and fire detection and control. My -10 seems robust with its dual alternators, battery backup and dual electrical bus design, but it is a drop in the bucket compared to the triple layer redundancies for flight critical systems in the 737, all powered by four independent sources of electrical power. There is no doubt in my mind why these puppies cost \$35 million each. For almost every system in the Boeing, there is a control panel with a switch labeled "Auto" that lets the smarts of the airplane manage things, but it all gets very interesting when things begin to head south. As soon as systems begin to fail, knowing how the hip bone is connected to the thigh bone informs what options the flight crew has to continue the flight or make a new plan.

A long day in the classroom and sitting in the static flight deck mockups just reaching for switches and levers was rewarded bright and early on the second day with a chance to fly the full motion simulator. I was the first one into the left seat of our simulator (since my First Officer coyly observed that my 2000 hours of



PIC was 20 times more flight experience than he had!) and was the first one to experience the magical

moment when they throw the switches and the dark simulator is instantly transformed into a living breathing whale of an aircraft sitting on runway 28R at San Francisco International. I was amazed as I looked out the window to the left and right, and saw the Bay and Oakland to

the right and the hills south of SF ahead and to the left. And looking down it seemed I was much too high off the runway. When the time came to advance the throttles, we were all pushed back in our seats. Rotation speed at our weight of 150K pounds was 152kts, and initial climb-out at 170kts, and at those speeds the 737 eats up a 12,000 foot runway with alarming rapidity! An 18 degree initial bank angle seems impossibly steep but the bird leaps off the runway and once in the clear blue skies of California, it's not much different than a nose heavy single like a C182 or Cherokee Six. Just takes a few seconds to respond to anything one does.

After a VFR lap around the Bay I was cleared for the approach back into SFO and set the big fella up on an ILS to 28R that quite remarkably resulted in a smooth squeezer of a landing. This caused my instructor pilot, Jim Caine, to remark that in "Sim Land" the penalty for doing things well is that the next time ain't going to be so easy. So as my first officer cleaned up the flaps, set the power to 95% and we climbed out on a touch n' go, it wasn't long before the emergencies started piling up. The EFIS heading indicator failed and we had to fly by the whiskey compass. Then a blaring horn and a bright red light announced that we had a fire in the Auxiliary Power Unit. Once we got that fire extinguished and were cleared for a second approach, the master-of-the-skies at the sim control panel announced there was low level wind shear, a fog bank and the visibility was dropping to less than a mile. My smooth approach on a sunny day was instantly transformed into a bucking bronco, hang on to your seatbelts IMC experience in pitch black conditions that only revealed the strobe lights of the runway 'rabbit' as we were at the last 300 feet of the descent. The second landing was not so glassy as the first, and looking around in the fog the terminal building was nowhere to be seen. But no metal was bent, no FARS were knowingly busted, and there was a great rush of

joy knowing I had met the mighty Boeing on its own terms and come away with a great piloting experience, new knowledge, and a cool logbook entry of 1.4 hrs of B737-800 dual received.



We also experienced flight-crew team bonding in a remarkably short period of time, and learned a lot about the division of responsibilities between the Pilot Flying and Pilot Monitoring, where everything important is verbalized and agreed upon before pushing the button that commits 75 tons of aluminum, wiring and jet fuel to head in a new direction. Crew Resource Management is the term for the approach to flying that maximizes the engagement and decision making power of two brains instead of one, and it is as important as any understanding of technical systems and flight characteristics. The full motion simulator is an amazing sensory experience, and if I had a spare \$22 million burning a hole in my pocket there would definitely be one in the garage (if I had a garage with an 80 foot ceiling!) This intense "Disneyland for Pilots" experience makes my *Top Five Ever* aviation list, and if there is a Walter Mitty airline pilot lurking inside you, I highly recommend it as worth the price of admission. See www.b737.com for details. Now, flaps one, power to 95%, engage autothrottles, call rotation speed and let's get outta here! ☺

Dan Masys
President 2009-10, EAA Chapter 162

EAA CHAPTER 162 MEMBERSHIP APPLICATION

NEW MEMBER
\$30.00

INFO CORRECTION
(name and changes only)

SENIOR (65+)
\$10.00

YOUTH
\$10.00

DATE ____/____/____ WHAT NAME WOULD YOU LIKE
PRINTED ON YOUR BADGE? _____

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LAST FIRST INITIAL SPOUSE

ADDRESS _____
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PHONE _____
HOME CELL WORK

E-MAIL _____

DATE OF BIRTH ____/____/____

EAA NATIONAL MEMBERSHIP # _____
EXPIRATION DATE ____/____/____

OCCUPATION _____ [] RETIRED

FAA RATINGS: []STUDENT []PRIVATE []COM []CFI []A&P
[]Glider []IFR []ME []IA []ROTO
[]Flt Eng []Radio Repair []Other: _____

AIRCRAFT PROJECT UNDERWAY _____ % COMPLETE _____

AIRCRAFT NOW OWNED _____

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