

THE PLANE PAPER

A PUBLICATION OF THE
RHODE ISLAND PILOTS ASSOCIATION

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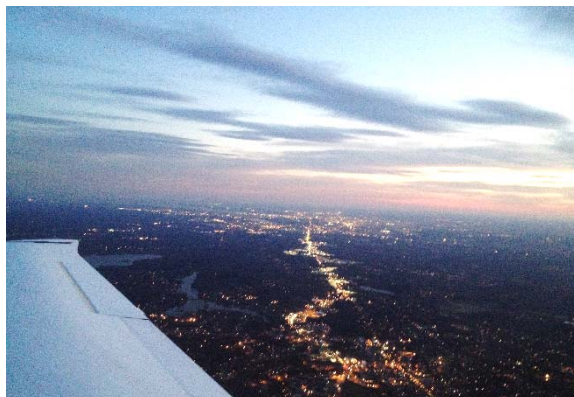
PRESIDENTS CORNER

Recently I was a passenger in a Cirrus 4 seat plane. It is a slick looking, fast plane, with comfortable seats, and a full panel of electronic displays. It was a short hop of about 20-30 minutes to go to a meeting. Clear skies, with some clouds, a bit of haziness, wind about 10 knots at the departure airport and a little less at the destination. We took off at twilight with only a minor bump or two of air turbulence, but otherwise very smooth. Since I was new to that aircraft I didn't catch all the information the moving map was showing. At some point I noticed a two digit number and an arrow next it, but didn't really give it much more notice until the pilot said that he was surprised that the wind was 42 knots with no turbulence to go along with it.

The sky was dark when we got to the destination, and we were cleared for a landing. As we had descended to traffic pattern altitude, the moving map calculated the wind speed to be about 20-24 knots. We progressed through downwind, base, and then final, and with 100 feet of altitude, a quick glance at the wind speed showed the wind was dropping ... 18, 16, 14, 12 knots. Within the last 10 seconds of flight, and with the plane at about 20-30 feet above the runway, the plane seemed to accelerate down. A nudge of the controls and throttle corrected most of the quick descent, yielding a bounce off the runway, a few seconds of air, and a more graceful second touchdown.

No matter the number of hours of flight time someone accumulates, we are still susceptible to a simple thing like invisible wind or turbulence ... or in this case, lack of wind can cause an exciting landing. For us small plane pilots, the game we play is to have the airspeed approach the stall speed as the wheels plant themselves on pavement. In this case, the ground topography or buildings abruptly cut a chunk of that wind and extra airflow, and lift dropped. The lesson I take from this event is that large changes in wind speed between the ground and altitude should alert the pilot to be ready for reduced headwind and loss of lift. Reducing flaps and increasing power or maintaining a higher airspeed would be a wise choice.

Thank you, Michael Spieth



HANGAR FLYING

What if it's NOT about Loss of Control?

At the New England Pilot Association "Crash Course" seminar I attended last night - George Perry - AOPA Air Safety Institute's new Senior Vice-President posited that basically we have fixed all the things that can be "fixed" after we see them break. We are not going to reduce the GA accident rate any further by "fixing" more things. Most are already fixed. 75% of accidents are attributable to pilot performance. Only 25% to things that break.

He argued that what we need now is a change in culture. A willingness to admit honest mistakes, share them and learn from them. Everyone attending his WINGS presentation represented the third of pilots who are already predisposed to this mindset, a further third probably had other commitments and could not make it that night and the other third - well they don't come to safety seminars, they are the pilots performing poorly, who rules don't apply to and who perform buzz jobs and who give GA a bad name.

Coming from flying for the Navy - this safety culture is not new to George Perry. Naval Aviation in the 1970's was known for its loss rate and had to fix itself in a dramatic way. A whole new safety mindset and culture was developed to reduce the accident rate. Perhaps it is time we adopted some of that thinking into GA - and George is certainly off to a good start at the ASI with his approach.

-
What George could not know was how accurately he hit the nail on the head as regards one accident in New England last year that had been discussed by the previous presenter looking at accidents in New England.

An LSA departed the runway after 700ft, dug its nose wheel into soft grass and flipped over. The uninjured pilot told the NTSB that an unexpected crosswind caught him and put him off the runway. The NTSB final report stated "Pilot loss of control".

Only that's not what happened. The NTSB report was flawed because they didn't travel in support of the investigation. They only interviewed the pilot by telephone and he didn't tell them the whole story. No witnesses were called. Perhaps the pilot didn't know what really happened to him, or perhaps he drew the wrong conclusion or perhaps he was too embarrassed to admit his mistake.

What actually happened was that the pilot entered the traffic pattern against prevailing traffic and performed a downwind landing on the active runway. Everyone in the pattern saw and heard it and those on the ground witnessed it. He floated / rolled excessively fast for 2,300ft on the runway (not the 700ft he told the NTSB), failed to go around and then ran off the runway while trying to stop his speeding aircraft. Loss of Control - well yes - but the real causal factor was never identified by the NTSB - the pilot's failure to identify the correct runway to use. Loss of control was an outcome of the pilot's poor ADM - but not the cause of the loss of the aircraft.

Continued on page 3

MEETING MINUTES

Dinner Meeting
March 8, 2016

Michael Spieth, President, called the dinner meeting to order at 7:05 pm at Chelo's in Warwick. After the Pledge of Allegiance, a moment of silence was observed. There were 30 members and friends present at the meeting. A dinner recess was called after table introductions.

The Secretary's Report was accepted as written in the Plane Paper.

Treasurer, Fred Crudale, is on vacation. Marilyn Biagetti reported \$3801.47 in the General Fund and \$6917.57 in the Scholarship Fund.

-A motion was made to change the grand prize for the twenty week drawing as necessary for the money collected. Motion was seconded and passed.

Door Prize winners: Dan Scanlon, Howard McVay, Jack Crouse, Maryanne Lamothe.

The meeting was adjourned at 8:40pm.
Marilyn Biagetti, Acting Recording Secretary

RIPA's businesses

AIR Ventures Flying School LLC

North Central State Airport (KSFZ)
300 Jenckes Hill Road, Smithfield, RI 02917
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Email: Fly@airventuresri.com



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Group: ripa@yahoogroups.com

CLASSIFIED ADS

Hangar for Sale: KOQU 44' x 36'. Will take up to a 310R. Details Asking \$80k. Andy Drago, 401 255 9714

FOR SALE: 1972 Piper Arrow II, 3580TT, 236 SMOH, Great Airplane. \$74,500. No reasonable offer refused. Call Sal Corio 401-952-3598.

FOR SALE: 2 cases of Phillips XC Oil, 1 case of XC 20W-50 and 1 case of XC 20W-50 Mineral. \$100 for the whole lot. Call Sal, 401-952-3598.

FOR SALE: Slidedown Aircraft tiedowns - Contact Sal Corio at. 401-737-5800 Email. info@slidedown.com <http://www.slidedown.com/>

Plane Share wanted- Responsible, Flexible, 3000 plus hour pilot looking to lease/share/purchase a 4 or 6 place. Have hangar, if you have a plane that isn't flying enough give me a call maybe we can work something out. Joe Crocker 401 603 7309

Plane Share available South County Flying club has several openings. We operate a 1974 Grumman AA5 Traveler w/a 160 HP engine, IFR certified w/dual com. radios, dual nav. radios w/glide slope. The aircraft is very well maintained and hangared. We are based at Quonset State (KOQU); our flying rate is 65.00 per hr. wet. For more information call Jerry at 401-828-5092

Based at SFZ: **1969 Piper Arrow PA 28-200R**, Factory Reman Lycoming, New Hartzell Prop, \$20,000 for 1/2 share Call Al for details 401-578-4494

CESSNA PARTS FOR SALE:

*Complete **exhaust system** for a Cessna 172M, (O320 engine) in good condition. This system was removed so as to install a Power Flow Exhaust System. Asking \$600

***Sigtronics Intercom**, SPA-400, w/installation manual. Asking \$100.

***ARC marker beacon receiver R-402A** (24V). Asking \$75.

***Cessna 172 Service Manual**, 1969 - 1976, \$25.

***Cessna 172 parts manual**, 1963 thru 1974, \$25

Call Frank...days 401-787-8668

FOR SALE: Ocean State Oil is offering current members a **discount on AEROSHELL** (cases & drums). 123 Ocean State Dr. North Kingstown, RI 02852 1800 554 4557

Free Classified ads of current members for aviation related items.

Marilyn: 568 3497, email biagettim@aol.com

Heard over north central Florida:

Cirrus 123CD: "Jacksonville Center, Cirrus 123CD. 5,000."

Jacksonville Approach: "Mooney 123CD, altimeter 30.05. Fly heading 220." [no reply]

Jacksonville Approach: "Mooney 123CD, fly heading 220."

Cirrus 123CD: "Sir, was that for 123CD? Because you keep calling us a Mooney, but we are a Cirrus."

Jacksonville Approach: "Well, if you keep calling me 'Center,' I'm going to keep calling you a Mooney."

Later in the flight, when Jax handed us off to the tower:

Me: "Going to the tower. Thanks for all the help today, 'Center.'" [pause]

Jacksonville Approach: "Ouch!"

From Short Final

NOTAMS

Continued from page 1

The FAA's familiar green Airport/Facility Directory that has both assisted and baffled pilots and instructors is changing its official name with the March 31 editions to become the new U.S. Chart Supplements. All of the information provided in the publication will remain the same.

Board Meeting

Mike, Fred, Jim and Marilyn met at Chelo's at 6:30 for our monthly board meeting.

-Our nonprofit tax form was reviewed. Arrangements will be made to get it completed.

-The April speaker is unavailable. A new FAA video was discussed and we decided to invite some instructors to participate in a roundtable.

-We are looking into finding a new dinner meeting agenda. Suggestions from members is welcome.

-Besides the other mundane business of the Association, we discovered that Fred and Ann had a great time in Florida, Mike still had a thousand questions about the Cirrus he got to ride in, and Jim seems to like chowder with his hot sauce.

EVENTS

SAFETY SEMINARS

Saturday, April 2, 2016, starting at 09:00 Located at AvPorts Aviation, at SFZ

Why Runway Accidents Happen

No one wants to be involved in an accident and yet they happen. Why? FAASTeam Rep. and retired FAA Runway Safety Analysis Pilot, Kenneth MacDonald will present this eye opening safety seminar on preventing runway incursions and excursions. The world's most deadly aircraft accident happened on the ground, how did this happen, how can it be prevented, what did we learn from this accident? This is an interactive seminar, so bring your questions www.faasafety.gov/SPANS/event_publicregistration.aspx?eid=68239

Westerly Summer Pancake Breakfast June 26, 8:00 am-1:00 pm at Dooney Aviation. Blueberry, strawberry, or plain pancakes (with real maple syrup, flown in from Vermont!) bacon, sausage, coffee, juice. Gluten-free pancakes on request! Adults \$7, children under 12: \$4

RIPA Mystery Fly-Out for brunch. Destination varies with weather. Plan to depart from North Central State Airport (SFZ) at 10 AM on Saturday or Sunday. Anyone is welcome to join.

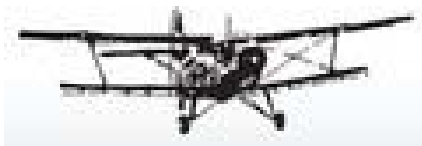
Thursday Night Dinner Flyouts

VFR Flyouts to dinner at local airports. To be added to the notification list email graeme@graemejwsmith.com. Or check for details on the KUUU and KSFZ Facebook pages.

<https://www.facebook.com/groups/kuuupilots/>

Every Saturday Morning - KUUU Pilot's Breakfast

Tickets Bar and Restaurant, Middletown 08:15. If you fly in - check at the maintenance hangar for a ride no later than 08:00



What if it's NOT about Loss of Control?

Is the pilot one of the third who don't come to safety seminars and think they are above the rules? I don't know – though I have my thoughts based on other previously observed incidents.

So back to the first question – is it about loss of control? Perhaps it is not. Loss of Control is a frequent outcome – but perhaps it is really about pilots who don't stay current or who have the wrong mindset when it comes to safety. That's who we should be tackling with counseling and intervention. Which is a whole other topic that George Perry touched on. How do you counsel this ad pilots in a non-confrontational way to achieve a positive outcome?

Everyone laughed at the comment made about people who don't believe flying a traffic pattern is for them – but it is a dangerous practice and personal bugaboo of mine when I see it. I've developed a new radio call for the occasion:

"Aircraft that just called right traffic – watch out for the legal no radio Cub in the pattern who is flying left traffic and who is depending that you do too..."

I've seen more than one aircraft level its wings and turn left or reassess and make a different left pattern call after my call.

What if it is not about loss of control and just a need for us to speak out when we see bad things happen?

Graeme J.W.Smith

eMAIL BAG

Gerry Kempen March 26 at 9:31am

Here's a great story about a WWII American Spitfire pilot <http://www.youtube.com/embed/ie3SrlLcUY>



SPITFIRE 944

In 2005, an 83 year-old World War II pilot is surprised to see 16mm footage of his 1944 Spitfire...

Deborah Babcock Michael March 6

For all of you that are wondering, yes, the diner at Southbridge (3B0) is open. Right now the hours are Tuesday - Sunday 0700 - 1500. Here is the phone number to the dinner: 774-318-1900. Fuel is \$4.95/gal.

I just now heard this while listening to the McKinney, Texas (KTKI) tower:

N1234: "McKinney Tower, N1234 is 10 east, inbound at 2,500 for touch-and-goes."

Tower: "N1234, ident."

N1234: "Ahhh. Uh. I am about 10 east at 2,500; heading: 270 — a red-and-white Cessna 172."

Tower: "N1234, just press the *ident* button on your transponder please."

N1234: "Oh, O. K

from Short Final

MEETING NOTICE

Please make your reservations today by calling 401 568 3497 or via email at RIPAemail@aol.com by April 10, 2016

Date: Tuesday April 12, 2016

Time: 6:30pm Cocktails

7:00pm Dinner

Place: **Chelo's** in Warwick

Airport exit off Rte.95 to Post Rd south, 500 ft on right

Buffet of:



Grilled Steak Tips
Baked Haddock
Penne with meatballs
Garden Salad
w/house dressing
Garden Vegetables,
Baby Carrots
Rice Pilaf
Roasted Garlic
Mashed Potatoes
Fresh Bread
Assorted Cake Slices
Coffee and Tea.

Price: \$25 per person

\$45 per couple

\$5 just coffee and dessert

PLEASE CALL TODAY!!!!!!

Feel free to join us by 8:00pm if you wish to attend just the meeting. There is a \$5.00 charge if you would like just coffee and dessert.

Members wishing to fly into PVD can call any Board Member to arrange transportation to and from the meeting.

SPEAKER

April- Was That for Us?

An interesting FAA video about runway incursions. A segment will be shown and then members can question our panel of instructors.



104 East Ironstone Road
Harrisville, RI 02830

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EVENTS SCHEDULE

March 29- Board Meeting

April 2- Safety Seminar SFZ

Why Runway Accidents Happen

April 12- Dinner Meeting

April 26- Board Meeting

May 10- Dinner Meeting

May 31- Board Meeting

June 14- Dinner Meeting

June 11&12- Quonset Airshow

June 26-, 8:00 am - 1:00 pm

June 26- Westerly Summer Pancake Breakfast,

8:00 am-1:00

Stay posted, check our website at Rlpilots.com.