



# EAA602 Log Book

Adirondack Chapter Newsletter

March 2012

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## From The Presidents Desk

*by Tim Devine*

Holy cow, it's either feast or famine when your thinking about what to write for the news letter. The past week in itself has provided much interesting and also sad news.

Before I expand on those topics, let me first offer a big thank you to everyone who turned out for last months meeting. We were able to roll out the new committee structure to the members, collect some really good suggestions for this years events, establish our baseline calendar, introduce our new news letter editor, and have Pat Morris do a really well put together presentation on GPS devices. Also accomplished last month was the ordering of new shirts and hats.

All of our committees have been filled with the exception of the calendar committee. Special

thanks to Judy Sterling for volunteering to head the TSRA committee. This months at ta boy goes to new member Joe Meeks for volunteering to help Don with the membership committee.

As many of you know last month some very key and long time employees of EAA head quarters were unceremoniously discharged by the new administration. The explanation was that focus and direction of the EAA needed to be modernized and prepare itself to survive into the future. Many eyebrows were raised as the head of the Young Eagles and Air Adventure programs were shown the door with no obvious replacements in place. Having personally met Steve Bussy and Adam Smith at the chapter leaders academy that Pat Morris and



I attended, I can personally guarantee you that two more dedicated and enthusiastic promoters of aviation would be hard to find. I could not imagine what could have prompted there dismissal.

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### 2012 EAA602 Officers

<i>President</i>	<i>Tim Devine</i>
<i>V-President</i>	<i>Larry Saupe</i>
<i>Secretary</i>	<i>Pat Morris</i>
<i>Treasurer</i>	<i>Darryl White</i>
<i>Editor</i>	<i>Doug Sterling</i>
<i>Y.E. Coord.</i>	<i>Doug &amp; Judy Sterling</i>

### Board Members:

*Kevin Bartholoma  
Fred Blowers  
Don Fleischut  
John Pashley  
Doug Sterling*

**Our Next Meeting  
Will Be At:  
C&R Resturant  
Tues. Feb. 28th  
@ 7:00 pm**



## Continued From The Presidents Desk

The week of February 13th, Pat Morris as well as hundreds of thousands parents of past Young Eagles all over America received a letter from our "New and Improved" leadership at EAA headquarters seeking \$20.00 donations to fund future Young Eagles. As long as I have been involved with the Young Eagles program it has always been promoted as a free airplane ride. Chapters have been strictly informed to accept no remuneration for the rides program. Now with no discussion, notice or the common courtesy of letting the "boots on the ground" know what they were planning, this money grubbing program was executed.

As chapter president I receive paper work and documentation on a regular basis, much of it is procedural and of no consequence to the membership at large. I was surprised in December when the chapter certification documents arrived with a letter stating that chapter insurance rates were going to be raised for 2012. The fee only went up \$50.00, but the statement that it was due to additional operating cost at HQ made me curious. Over the last two years with applying for insurance for our events, I have become friendly with the 3 ladies who run the insurance department at Oshkosh. Out of curiosity I called to congratulate them on their expansion and they were clue less to what I meant. Insurance staff had not changed or were there any immediate plans to hire.

I am making a prediction right now that when you receive your dues notification this year, you will be notified that dues are going up. The Poberezney family after founding and devoting their lives to the EAA earned the right to retire

and enjoy life a little. Sadly their family style approach to the grass roots organization of the EAA has left with them.

The new leadership at the EAA has taken on a new direction, and that is follow the money. If you are a big corporate donor, fly a six figure airplane or can afford a 100k plus "sport pilot" kit welcome aboard. The rest of us flying our 1946 vintage airplanes or \$15,000 light sport AC and scrimping to get out and fly every few weeks,



need just to shut up and send in our dues.

It is my opinion and not that of the chapter that the EAA has taken a turn in the wrong direction and that there are going to be some tough times ahead.

On a final note, I woke up this AM to read in the Saratoga newspaper that Lt. Col. Clarence Dart passed away on Friday February 16th at the age of 91. Lt. Col. Dart was one of the few remaining Tuskegee Airmen. 1940-1946 for most of us seems like a thousand years ago, but it was a crucial time in this countries history and young men like Clarence Dart stood tall and answered the call of duty and through their supreme sacrifices preserved the liberty and freedom that we all take for granted today. They truly were the greatest generation! May he rest in peace.





## Aeronautical Decision Making

*by Joel Glickman*

When I speak with other pilots, I always try to relate my aeronautical experiences in a way that will help them become better pilots. I listen to their stories as well and learn from their experiences. As pilots, we are always learning, and I experience moments when I am the student and others when I am the teacher. One of the pearls of wisdom I always impart to other pilots is "Always have an out!" It was that very conversation with a fellow pilot that punctuated my visit to the Galway airport on the evening of August 19<sup>th</sup>. Little did I know that I was about to live those words a scant few hours later.

I flew into the Galway airport with Phylise Banner in my Cherokee 140 to help the chapter set up for the Wings and Wheels event that would take place on the following day. I executed a perfect short field landing on a grass runway that is so impeccably maintained that it could very well be a putting green. I was humbled when the woman who was setting up the airboss tower praised my landing, but I take great pride in flying to the best of my ability at all times. Safety should always be the pilot's number one concern, and it is through the combination of knowledge and proficiency that makes a safe pilot. In always shooting for that perfect landing, navigating accurately, preflighting carefully, and flying to commercial standards at all times, I feel that I am continually practicing and honing my skills to be the safest I can be and constantly preparing myself for the more difficult situations that require split-second decision making.

We spent a lovely evening with folks from the Galway Fire Department, the Lion's Club, and members of our chapter who were setting up the EAA booth and reviewing plans for the next day. A few aircraft took local flights that evening and a T-6 made a low approach and performed a beautifully executed aileron roll. The sun was setting, however, and it was time to make the short 11nm flight back to the Saratoga County airport. The weather was good and the winds were calm, meaning that I could choose the departure direction, runway 28 or runway 10. I

had arrived on runway 28, as the winds favored that direction at the time and noticed that notwithstanding one low approach by another aircraft, all takeoffs and landings were using runway 28. Still, with calm winds, and relatively flat terrain, the choice of runway was up to me.

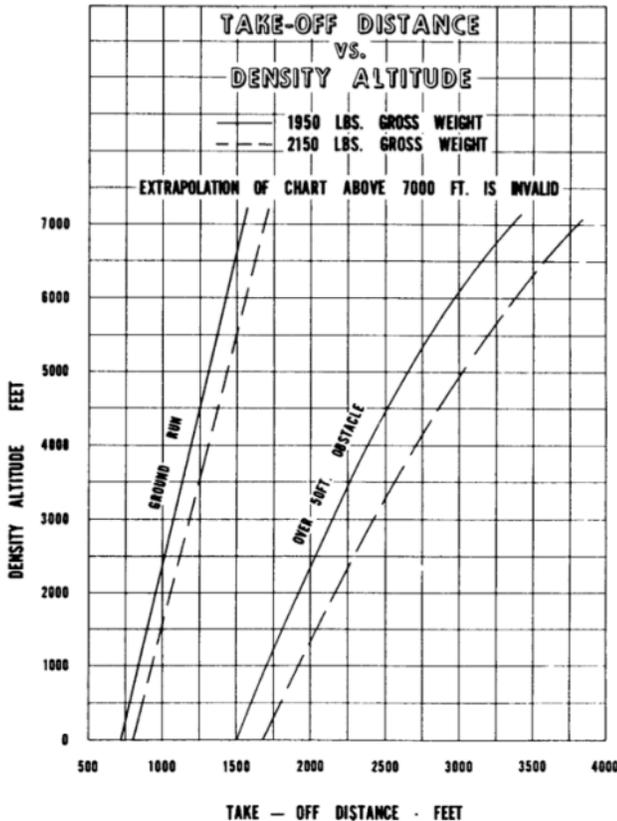
Even as we arrived at the airport, I was already beginning to assess the best way to depart this short soft field. I looked carefully at the terrain and the trees at either end of the runway. From my perspective, the trees at the departure end of runway 28 seemed to be much more imposing than those at the departure end of runway 10. They seemed to be an impenetrable wall that towered above the very end of the runway. There appeared, however, to be a cutout in the trees at the end of runway 10, allowing for a slight right turn which could provide even better clearance over lower trees. Based on this, I felt that departing runway 10 seemed to be the best course of action, providing for the best tree clearance and the bonus of even better clearance to the right if needed. Since the winds were calm and the terrain appeared relatively flat, it seemed like the prudent course of action. I was soon to find out that this was not the right choice for my underperforming Cherokee 140.

As the sun set, Phylise and I said our goodbyes and headed to the airplane. This would be the most difficult aspect of dealing with a short soft field with high trees, the departure. I had thought it out well in advance, reviewing my POH for performance numbers, thinking through my short field takeoff procedure, and arriving very light on fuel. At the time, the conditions at Galway were: Temp 68 degrees, dewpoint 63 degrees, altimeter 29.91. For an airport at 950 feet in elevation, this meant that the airplane's performance was to be measured using a density altitude of 2,000 feet. According to my performance chart, loaded as we were, I should be able to clear a 50 ft. obstacle in about 2,000 feet of runway. Naturally with a soft wet field, such as the conditions were that evening, I should add about 10%, meaning that I had just enough performance to depart a 2,200 foot runway, which just happens to be the runway length at Galway. Understandably, this leaves absolutely no room for error, but I also relied on



my experience, having successfully landed and departed under similar conditions at a different 2,000 foot grass strip using good short / soft field technique.

## PIPER CHEROKEE PA-28-140



I taxied to the beginning of runway 10, using every inch of runway available and began my runup. As I began my takeoff roll with stick back, I actually dropped out the two notches of flaps I had just put in, remembering that during the initial portion of the takeoff roll, the flaps are doing little to provide additional lift, but are producing quite a bit of drag. The wings are not yet ready to produce lift and I am just waiting for my anemic acceleration to develop some forward speed. Well before I reached rotation speed, I put the flaps back in for the added short-field lift and the aircraft soon lifted off. Naturally, my intention was to remain just above the runway and accelerate in ground effect before climbing out at  $V_x$ , 74 mph in the Cherokee.

We became airborne, but this didn't occur until we were already about 2/3 of the way down the runway. Realizing that flight itself is never the cue to begin the climbout, I remained in ground effect and waited for the airspeed to pick up, but it just didn't seem to happen quickly enough. I looked ahead at the tree line, then back down at my airspeed indicator, and my 15 years of flying experience and intimate knowledge of the performance of my airplane instantly told me that this simply would not work. I am an experienced pilot, have over 1500 hours of flying time, and undertook an 8,700 mile trip on a coast to coast adventure in the summer of 2009. I'm well versed in short and soft field techniques. I'm not afraid to accelerate in ground effect staring at trees through my windscreen where that is indicated, before attaining  $V_x$  for climbout. My instinct, intuition, and gut were all saying the same thing in that instant. This isn't working! I simply did not have enough runway left to allow the airspeed to accelerate to  $V_x$  before I would need to start pulling up over those trees. Without that requisite airspeed, it would be foolish to pull up and out of ground effect.

This is where the aeronautical decision making comes in. You train for it, you hear about it at safety seminars, you study fancy mnemonics such as the DECIDE model, but you'll never really know how your mind works when split-second decisions are needed to overcome a situation that is rapidly becoming dangerous. While airborne and more than 3/4 down the runway, my brain shouted "Abort" and I immediately took action. Throttle to idle, touch down, and I began the process of stopping the airplane. Whether or not I could have successfully executed the takeoff, the doubt in my mind was strong enough that I decided to take my chances on the ground rather than tangle with the trees in the air or risk a stall by pulling up too soon. This, to me, was the much safer option and I made the choice quickly, followed through with it, and was willing to live with the consequences.

I had aborted a takeoff once before in similar situation. I attempted to take two passengers



on a ride out of a 2,000 foot grass strip that I had been able to fly in and out of with relative ease with just myself in the cockpit. The same thing happened, but I was able to abort much sooner because the field was shorter and it was apparent much earlier that this was beyond the performance capabilities of my airplane. I am so intimate with the performance of my airplane that during the takeoff roll, I could sense quite early that I could not execute a takeoff with reasonable certainty. I aborted that takeoff, but do admit to making the mistake of trying again. I aborted the second takeoff as well. What was I thinking? The laws of physics hadn't changed the second time around, so naturally, I got the same results.

Back at Galway, once back on the wet grass, my toes began depressing the brake pedals, but the airplane was not slowing down. Instead, the locked main gear was sliding over the slick grass that was still wet from several days of rain. I could see the end of the runway rapidly approaching and in my mind, we had already crashed through the fence and were tangled up in the bushes. Quickly, I knew that with the amount of slippage I was experiencing, there was absolutely no way to stop the plane before the end of the runway. Still, I knew that even if this did happen, we would be safe in the cockpit, our lives were not in peril. Despite the fact the things did not seem to be turning out too well, I was still happy with the decision to touch down rather than risk a takeoff. Rather than accept the inevitable consequences of crashing through the fence, I made another split-second decision that undoubtedly saved the airplane.

I have heard many stories about pilots intentionally (and sometimes unintentionally) ground looping their taildragger airplanes. A flight instructor in my glider club executed this very maneuver many years ago because a tow-rope broke and he was forced to land downwind. Upon reaching the end of the runway and realizing that his speed was too great, he dipped one of the wings and spun about this pivot point, reversing his direction before hitting a concrete blast fence at the end of the runway.

Apparently, it was my turn to execute a maneuver similar to those I had heard and read

about. There was little time to think it through, so I acted on instinct and despite my forward speed, I kicked the left rudder hard, sending the airplane into a skid on the wet grass. While it would certainly be difficult to truly ground loop my tricycle gear airplane, I achieved a similar result. The airplane began to skid to the left and it felt much like skidding a rear wheel drive car in the snow. This turned the airplane around 180 degrees and redirected the forward motion just enough to prevent us from running off the end of the runway. Also, with the thrust of the propeller now pulling on the airplane in the opposite direction, it was like engaging the thrust reversers. The airplane didn't hit anything and the landing gear survived the ordeal, but during the skid, I was not 100% certain of the outcome.

This incident was witnessed by some of the pilots on the field and the Galway Fire Department. I don't think they saw the actual skid, but saw me fly by in ground effect without seeing me pull up and out of the airport. I must say that it was encouraging to hear that a number of the fireman saw the situation unfold and were at the ready to provide assistance if necessary. Thankfully, I did not need their assistance, but my hat is always off to these folks, who I consider the real heroes in this world.

Phylise and I taxied back, shut the airplane down, and traced through the chain of events that almost led to an accident. I came to two clear conclusions. The first was that this was a departure that I should undertake alone. The added weight of two passengers aboard can significantly change the performance profile of your aircraft and should always be taken into consideration, especially in a situation such as this where the margin of error is small. My second conclusion was that despite the fact that runway choice was mine, since the windsock was dead, my choice of runway was based on my impression of the tree profile and did not take into consideration the grade of the runway. Since it was getting dark and I was unfamiliar with the field, it was difficult to ascertain that runway 10 ran slightly uphill. While not pronounced, this slight incline was a serious detriment to my aircraft's takeoff performance.



Since I was operating right at the limit of my aircraft's short / soft field performance envelope, any deficit would prevent a successful takeoff. As the aircraft began the takeoff roll, it not only needed to overcome its own weight, it had to overcome this grade. This reduced the aircraft's acceleration considerably, delaying the takeoff roll. While the airplane ultimately did become airborne, there just wasn't enough runway left to safely execute a climbout.

The lessons learned are related to aeronautical decision making. There were two



types of decisions made here. The first set of decisions were made during the planning stages and didn't require split-second thinking, but did require a careful review of all flight parameters when deciding on the details of the departure. While I incorporated many important factors in these decisions, I hadn't realized the extent of the grade and the impact it would have on the departure. Being unfamiliar with the field, I could have tapped into local knowledge and discussed the departure with a pilot based there, who undoubtedly would have suggested a runway 28 departure under the circumstances. The lesson learned here is to always avail yourself of local knowledge when it is available. There may be subtle details that could affect your flight that are not evident to you. By focusing on one aspect of the departure, the tree

profile, I suffered from fixation, a common pilot mistake. It is clear that the decision to depart runway 10 that day with two passengers was a bad decision, but I didn't have all of the data necessary to make the right decision, specifically the extent of the incline. Once committed to the takeoff, however, I began to engage in the second type of decision making: the undertaking of real-time, split-second decisions based on what was transpiring during the takeoff. Thankfully, I made good decisions in this mode.

The DECIDE model is a well thought-out approach to real-time aeronautical decision making. It is taught at training seminars to help pilots understand that we have important decisions that need to be made on a second by second basis. These decisions need to be followed up with action and the effectiveness of this action needs to be evaluated in realtime. Sometimes pilots suffer from indecisiveness and

inaction, leading to a very undesirable outcome. The DECIDE model directs the pilot to: 1) Define the problem, 2) Establish the criteria surrounding the problem, 3) Consider all of the potential solutions to the problem, 4) Identify the best solution and course of action, 5) Do: Implement and execute your solution, and 6) Evaluate and monitor the solution. We must act and must do so quickly in many circumstances.

I implemented this approach when I aborted the takeoff. I sensed the problem and acted quickly. I made a change based on the events that unfolded, rather than committing myself to the fate of a previous decision. Unfortunately, this decision and action led to another problem, stopping the airplane. When the outcome of crashing through the fence seemed inevitable, I again did not give in to fate. Instead, I selected



an alternate course of action and had the wherewithal to execute it. During the skid, the evaluation of this decision was positive as I began to see my decision realize positive results. I made the right decisions in each case, did so quickly, took action, and followed through. You never know when you will be called on to make a split-second decision, and it is difficult to know how you will react under such circumstances, but it is something that every pilot should think about. One way to improve your reaction time is to preplan a list of alternate actions. Know where the alternate landing sites are near your home airport, for example, so that you can begin heading in the right direction quickly should trouble arise. Constantly review your "out" during your flight. This includes consistently surveying the ground for alternate landing sites on a regular basis. Think about which direction will point you towards better weather should the weather begins to deteriorate. Most importantly, never feel that you are committed to any one inevitable fate. This can lead to inaction which may lead to a self-fulfilling prophecy. Instead, take action, but carefully choose a course of action that improves the situation, not one that makes things worse.

In the end, while the decision to depart runway 10 was not a good one, I feel that I made good decisions once I realized that my departure was questionable. I also was able to depart the field safely that night by reevaluating my approach to departing the airport. I decided to depart solo and use runway 28. Someone

at the field gave Phylise a ride home by car. This departure was uneventful. Admit to your mistakes and learn from them. Learn from your successes too and share your stories with others so that we can all become better pilots.

## EAA602 FLY MARKET FOR SALE

For sale a rans 4/5 ultra light 477 rotax very low hrs. call Fred at 518-661-5623

Gauges & Other - All brand new left over Gauges for sale. Tach, Dual CHT, Dual EGT, Water Temperature (All Westach 2 1/4" with probes) Combo EGT-CHT, Turn Coordinator. Tapered air filters for 447-582. 5" Matco wheels & disc brakes. 3 Wheel pants for smaller wheels (4"-5") All half price Doug 863-2409



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Come see the our club pictures on our web page in living color at:  
**www.eaa602.org**

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward.

For there you have been, & there you will always long to return."

*Leonardo Da Vinci*

March 2012

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