

# Engineers Flying Club



## Monthly Newsletter

August 1, 2018

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## Next Monthly Member Meeting will be Tuesday, August 7, 2018 at 6:30PM at the PWA Pilots Lounge

### Board Meeting at 5:45PM

#### President's Corner

EFC has set aside September 15th, from 10 am - 2 pm, for the annual picnic. Plans are being made now. More to come.

Is There Such a Thing as a Pilot Personality?  
Have you ever talked to a cop who is off duty? There's something there. It seeps through. You can't put your finger on it, but he seems like a cop.

I've watched people drifting in and out of the waiting areas and most of the time, most of the time I can tell who is a pilot and who the passengers are. Traits are the ways that we typically respond to given situations. Obviously, every pilot is different, but they tend to have several traits that are the same.

Like self-sufficient, reality based, analytical, goal-oriented and probably don't handle failure well. Do we become pilots because of our DNA or do we become pilots to fulfill goals? Either way, pilots are Pilots.

Board and Membership Meeting

5:45 - 6:30 Executive Session

6:30 - 7:00 Financials, Maintenance, Operations

7:00 - 7:30 Guest Speaker

7:30 Adjournment

Mike Crabtree  
EFC President

### Inadvertent Flight Into IMC

#### Inadvertent Flight into IMC

You have probably heard of the term "IFIT" which stands for "Inadvertent Flight Into Terrain" and is usually referred to when talking about IFR/IMC flight conditions or situations in and around hazardous (mountainous) terrain. Instrument rated pilots are aware of this term and are keenly interested in the procedures associated with avoiding "IFIT". However, many of our club's pilots are not instrument rated being "VFR pilots". I recently read an article by Mr. Robert Reser who has published several aviation related e-books. I have (with his permission) taken a small section of what I

read that I find beneficial for ALL VFR pilots to review.

I call this section “IFIIMC” which stands for “Inadvertent Flight Into IMC”. Have you ever been caught “VFR On Top” or flown into IMC while looking at charts, etc., trying to figure out where you are or are going to go to avoid such IMC. Did you know that, in our C-172s and C-182 (but not the Saratoga), flight into IMC is an EMERGENCY procedure and is actually covered and located in the POH’s Emergency Procedures Section. What!?!? Didn’t know that!! Haven’t seen it!?!? Then check it out – it really is in there. With regard to Mr. Reser’s article, in part, I herein repeat some of his thoughts and words pertaining to “IFIIMC” (my term):

**“Let’s do a 360 and get out of here”**

**“The trouble with learning from experience is that you never graduate”. Doug Larson, Journalist.**

**“The trouble with experience is that we are really talking about experiences. Experience comes from many other ways than actually experiencing. Reading, watching, hearing, and considering other’s experiences is gaining experience”. Mr. Reser**

**What you don’t know, you don’t know to know. Personally, I did not realize I didn’t know how to fly until after forty years of flight when I again became involved in flight training. There I quickly found there is much needed to fix the training system. That is when I (Mr. Reser) began looking for solutions...starting with basic flight control (such as getting out of spins or flight into IMC and avoiding either).**

**If all else fails, turn it (the control wheel/yoke) loose. GA aircraft are designed**

**to fly themselves out of a spin, with enough altitude. Seldom does a pilot concern himself with aerodynamics when in flight. The machine was aerodynamically designed to fly all by itself and a pilot just directs the motion! Some early model Cessna 150 and 172’s (and 182s) (such as ours) have an emergency procedure in their POH that says, upon encountering inadvertent IMC, turn loose the control wheel, focus on the turn and bank indicator, and with rudder establish a standard rate turn for one minute (a 180 deg. Turn), then level the wings using the turn and bank indicator and fly out of the conditions. If using an autopilot, keep it turned on and using the heading “bug”, reverse direction out of the IMC. The idea is to avoid any unnecessary head movements that will cause vertigo and probably loss of control of the aircraft.**

**After questioning over 150 instructors and 5 examiners flying these specific aircraft I never found anyone that knew this procedure! I guess all little aircraft are the same so the POH is not necessary? Author  
- Robert Reser**

So take a look in the Emergency Procedure Section of our C-172s and 182 and review these IFIIMC procedures. It may save your life one day!!!!

Bill Hartsell  
Board Member

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## **Birthday Checkrides**

If your birthday is in August or September, now is the time to schedule your birthday checkride!