

Engineers Flying Club



Monthly Newsletter



December 1, 2018

Email contact: membership@efcokc.com

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Annual Christmas Party will be held Tuesday, December 4, 2018 at 6:00PM at the Page Building

President's Corner

Happy Holidays! Seems like this year just started. Looking forward to the Christmas party, plenty of food and events. The annual Christmas party is December 4th, at the Page building located at Wiley Post.

The informal survey taken at last meeting on adding a plane was interesting. More to come later.

Christmas Party

6:00 - 6:30	Social
6:30 - 7:15	Meal
7:15 - 7:30	Remarks and Prizes
7:30 -	Guest Speaker
?:??	Adjournment

Mike Crabtree
EFC President

O² Ops Orations

COLD WEATHER OPERATIONS

Warming Up: Do NOT gun the engine on start. Start gently and warm up the engine at 1,000 to 1,200 rpm unless it's necessary to reduce rpm to keep from exceeding the oil pressure redline. As the oil warms up, the rpm can be increased. Allow plenty of time for the engine to warm up. Don't consider taking off until the oil temperature has stabilized at least at the bottom of the green. Don't try to expedite the warming of the engine by closing the cowl flaps, either; airflow over the cylinders during ground operation is not sufficient that way, and you'll only end up with lukewarm oil and hot heads.

Weather: Always get a complete weather briefing and perhaps an update before your proposed flight. Sounds like a no-brainer, but many pilots find themselves surprised by weather conditions they were not expecting. If you have trouble interpreting a text based report, don't hesitate to call a flight briefer at 800/WX- BRIEF (800/992-7433).

Cross Wind: A competent pilot will know and adjust his or her cross wind approach to

final to the current conditions. A commonly used rule of thumb is cut your max crosswind component in half for a snowy runway, and cut it by 75% for ice landings. This will help prevent the aircraft from weathervaning into the wind.

Brake Easy: Planning should include minimum brake usage when landing and when taxiing through snow since warm brakes melt any snow upon stopping. Then the snow refreezes, locking the plane in position.

Icing: A pilot should also be aware that there are two different types of icing – rime and clear. Rime icing is characterized by small super cooled water droplets and develops as a thin white cover on leading edges. Clear is, as the name implies, is clear. The super cooled droplets of clear icing are larger and typically found in cumulus clouds. Keep in mind that these two icing types can mix to form what we call “mixed icing.”

The bottom line on icing is don't fly into known icing conditions. In-flight icing is an extreme circumstance that must be dealt with quickly in any aircraft, small or large. At the FIRST sign of icing descend to an altitude with an above freezing air temperature, or expedite a 180 degree turn. If icing is serious, or if you are unsure of your ability to properly handle the situation, contact ATC immediately. They can provide you with vectors and altitude changes. Whatever you do, don't try to climb through clouds which are wetter and colder the higher you climb to get clear on top. You will run out of available power as you get heavier and never make it there.

When taxiing, look out for ice. Check the brakes before you do your run-up to be sure you can keep the aircraft from moving.

Attempting to perform a run-up on ice can result in sliding out of control. Additionally be sure to hold proper aileron deflection throughout your taxi. This will help prevent the tendency for your aircraft to weathervane into the wind.

The following is a list of precautions to help make your icy landing a safe one.

- If you encounter icing on approach to landing start by turning off the autopilot. Autopilots can mask abnormal control feel and prevent you from detecting the onset of a stall or handling problem.
- Avoid abrupt control movements. Make small pitch corrections and keep your bank angles very shallow. This gives you a greater margin against the stall. Remember, iced-up airplanes stall at higher-than-published stall speeds.
- Fly the approach at a higher-than-normal airspeed.
- Don't extend flaps. Extending flaps can allow ice to form aft of the leading edges, and blanket the airflow over the horizontal stabilizer or stabilator.
- Be prepared for a stall or abrupt loss of lift. A conventional wing stall calls for adding power and lowering the nose.
- A tailplane stall however, or stall of the elevator or stabilator, calls for a completely different recovery procedure. Most often preceded by a lightening of pitch feel, pitch oscillations, or an uncommanded lowering of the nose, tailplane stalls require that you pull aft on the control yoke and reduce power. That's because horizontal stabilizers and stabilators generate negative lift, which acts in a direction opposite to the wings' lift.

High power settings, high airspeeds, and extended flaps all increase a tailplane's angle of attack. Raising the nose lowers the tailplane angle of attack, and breaks the stall.

Birthday Checkrides

If your birthday is in December or January, now is the time to schedule your birthday checkride!