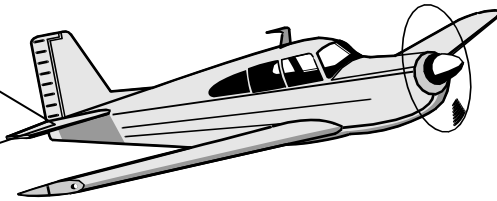


# SKYWRITING



April 2011

## April Flight Time

[www.flyingcc.org](http://www.flyingcc.org)

<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Fuel Surcharge</u>
N5303L	11.8	August 2010	\$5.00/hour
N80213	32.8	July 2010	\$6.00/hour
N6231F	6.2	June 2010	\$6.00/hour
N8114F	26.9	June 2010	\$7.00/hour
N2516V	6.9	September 2009	\$8.00/hour

## Local ASOS Numbers

Moline	309-799-7096
Davenport	563-388-2154
Clinton	563-243-8934
Muscatine	563-263-0902

**Total Hours: 84.6 (Up from 55.0 in February) Dues Paying Members: 48**

## Spring Plane Wash

It's that time of year again! The semi-annual plane wash is once again around the corner. On Saturday, May 14<sup>th</sup> we will be meeting at the office in Moline at 8:00 am. This is always a good time, filled with breakfast and hanger talk, so please make sure to mark your calendars.

We will be needing a couple of volunteers to meet in Davenport at 9:00 am instead to wash N6231F. Please coordinate with Dick Kvach if you're willing to go to there instead.

## CFI Corner

Congratulations are in order for several pilots:

Steve Bradford passed his Private Pilot Checkride on February 12<sup>th</sup>;

Neel Behere had his first solo on February 26<sup>th</sup>

Rachel O'Hanlon has joined the club and is pursuing her Private Pilot License

If you see these folks around the club, be sure to congratulate them on their accomplishments!

## Fuel Cost

Currently the flying rates are based upon a maximum fuel cost of \$5.75 per gallon. Our discounted price per gallon peaked this month at \$6.35. This means that we must institute the sur-charge again as we have in the past. Remember guys, you can help keep your flight cost down by filling at a reduced rate wherever possible. We will give you a rebate if you do so.

## I Was Just Wondering...

Rob,

Which crosswind technique works best: the crab, the slip or a combination of both?

~Captain K

Captain K,

First, I'll need to explain each variation to make sure we are on the same page as to what means what:

The crab method establishes a wind-correction angle (or crab) on final and maintains a drift-free descent in this maneuver, until the moment of touchdown. At the exact instant before the tires touch, the plane is whipped into runway alignment and lands without a side drift, with the nose pointed straight down the runway.

Wind, however, is fickle. A gust in that moment when the plane is straightened out for touchdown will drift the plane to impose a side load on the gear. If you can't predict the instant of touchdown and straighten out too early or too late, the plane will drift into a side load on impact. In the event of a bounced landing, there's little time to reestablish the crab, and the drifting plane will re-land with a side load. So, unless the pilot is very skilled, the crab method can be risky.

The pilot using the slip method establishes the slip well out on final and corrects for the wind with that slip right on through touchdown. It's a relatively easy and effective technique, but it's uncomfortable and a little scary for non-pilot passengers—particularly if the direction of the slip leans them against the door. Also, due to the static port's position, many airspeed indicators are inaccurate during a slip. Additionally, the

*POHs* of some aircraft advise against prolonged slipping.

The combination crab-and-slip method is safe, easy to perform and more effective. To use this technique, establish an initial crab angle of about one degree for each one knot of crosswind component. (Expect to modify your crab angle throughout the letdown. Wind velocity and direction will change as you descend closer and closer to the ground.) By using the runway's center stripes as references, you can prevent wind drift with a crab until you begin to round out.

As you round out, shift from the crab to a slip by lowering a wing into the wind and using the opposite rudder to hold the plane's nose pointed straight down the center stripes. This slip is continued right through touchdown. Small changes in the magnitude of the slip easily allow for any momentary wind shift. It's unnecessary to know exactly when the tires are going to touch; simply hold the touchdown attitude until they do. And if a bounce occurs, the ailerons are already doing their job to ensure that the airplane floats straight ahead. Most pilots prefer to use the combination crab-and-slip method for crosswind correction because of these reasons.

### **Humor in the Air**

I had the joy of flying commercially recently. My mission was to pick up a Piper Turbo Aztec in California and fly it home. Of course, there are always the FAA-mandated "safety lectures", which got me interested in the funny things that have been said during these "safety lectures". I compiled a list of my favorites. Enjoy!

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane..."

Pilot - "Folks, we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the plane till we land ... it's a bit cold outside, and if you walk on the wings it affects the flight pattern."

As the plane landed and was coming to a stop at Washington National, a lone voice comes over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced: "Please take care when opening the overhead compartments because, after a landing like that, sure as Hell everything has shifted."

From a Southwest Airlines employee.... "Welcome aboard Southwest Flight XXX to YYY. To operate your seatbelt, insert the metal tab into the buckle, and pull tight. It works just like every other seatbelt, and if you don't know how to operate one, you probably

shouldn't be out in public unsupervised. In the event of a sudden loss of cabin pressure, oxygen masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with two small children, decide now which one you love more.

Weather at our destination is 50 degrees with some broken clouds, but they'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

"As you exit the plane, please make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

"Last one off the plane must clean it."

Another flight Attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

After a real crusher of a landing in Phoenix, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt up against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal.

# A Spring to FLY!

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**N6231F – Dick Kvach    N8114F – Tim Leinbach**  
**N2516V – Charles Typinski**

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