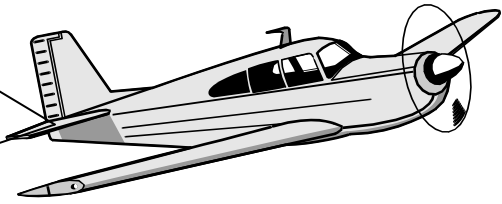


SKYWRITING



July 2011

June Flight Time				www.flyingcc.org	
<u>Aircraft</u>	<u>Hrs</u>	<u>Last Annual</u>	<u>Fuel Surcharge</u>	Local ASOS Numbers	
N5303L	10.6	August 2010	\$5.00/hour	Moline	309-799-7096
N80213	13.0	July 2010	\$6.00/hour	Davenport	563-388-2154
N6231F	19.1	June 2010	\$6.00/hour	Clinton	563-243-8934
N8114F	12.7	June 2010	\$7.00/hour	Muscatine	563-263-0902
N2516V	0.0	September 2010	\$8.00/hour	Dues Paying Members: 47	
Total Hours: 55.4			(Down from 64.1 in May)		

Answering Machine

Please be careful when you are in the office. It seems that the answering machine has been unplugged several times in the recent future. This is the club's lifeline when prospective members are calling to ask questions, or to join. With the air show in the recent past, there are people calling with question. Please make sure it is a plugged in when you leave.

Fuel Prices

I don't mean to keep bringing this subject up, but the last fuel price I have seen at Elliots was \$6.27 after the club discount. This is a dollar more than fuel in Clinton. Remember, if you purchase fuel elsewhere, you will be reimbursed at \$5.75. You can help the club and lower your own flying expenses by not fueling at Elliots.

I Was Just Wondering...

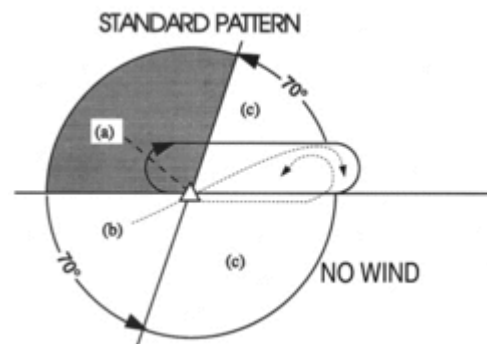
This month's column is going to be just a bit different. Instead of answering an emailed question, I would like to address a commonly forgotten about subject.

I was giving an Instrument Proficiency Check to a pilot recently and we got into a discussion about how to enter a holding pattern. It just reminded me of how often instrument pilots forget this. It only makes sense, since we hardly ever use this by ATC direction anymore, but it is still important that as instrument rated pilots we remember the procedures.

If you do not have an instrument rating and never plan on earning one, I apologize that this may be a little boring. However, if you are instrument rated, current or not, or plan on earning your ticket to the clouds sometime in the future, please read on!

For this discussion, I will be referring to the hold on the published missed approach for MLI LOC 10, since it is the only non-GPS approach currently available in Moline. This is a standard holding pattern on the south side of R-253. What do I mean by "standard"? Standard simply means that in the hold you will be making right turns. A "nonstandard" hold would consist of left turns.

The first thing we have to do is determine how to enter the hold. The FAA, of course, has defined exactly how we are expected to accomplish this, which I will go through.



Depending on where you enter the holding pattern, you will need to follow an entry procedure. If you are coming from 70° to the left (right for non-standard patterns) of the holding course, use a Teardrop procedure. Coming from 110° to the right (or left if non-standard), use the Parallel procedure. And from the remaining 180°, fly a direct entry. The entry procedures are outlined below:

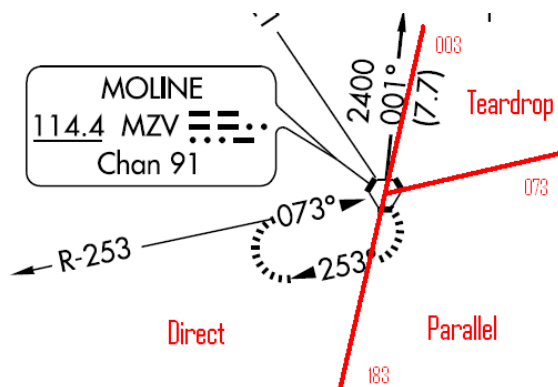
Parallel Procedure. When approaching the holding fix from anywhere within sector (a), turn to a heading to parallel the holding course outbound on the non-holding side for the appropriate time (I'll get to that a

bit later), turn in the direction of the holding pattern through more than 180 degrees, and return to the holding fix or intercept the holding course inbound.

Teardrop Procedure. When approaching the holding fix from anywhere in sector (b), turn outbound to a heading 30° from the holding course on the holding side for the appropriate time, then turn in the direction of the holding pattern to intercept the inbound holding course.

Direct Entry Procedure. When approaching the holding fix from anywhere in sector (c), fly directly to the fix and turn to follow the holding pattern.

I think that it's safe to say that nearly every instrument pilot has seen the diagram above. Putting that diagram into practice (without an instrument plotter), though, seems to be an area of difficulty. Let's look at how that would look on our published hold at MZV:



So, if you are going to cross the VORTAC from anywhere between R-003 and R-073 you would fly a teardrop entry. Crossing between R-073 and R-183 would be a parallel entry. If you were to cross the VORTAC coming from any direction west of R-003 / R-183, you would fly a direct entry.

The pattern should be flown so the Inbound Leg is one minute long if you are flying at or below 14,000 ft Mean Sea Level (MSL) or one and a half minutes above 14,000 ft MSL. At the holding fix, make a 180° standard rate turn (3°/sec) in the direction specified for the pattern (standard or non-standard). When you are abeam the holding fix (or after rolling out of the turn if you are unable to determine abeam the fix), start timing the outbound leg. After a minute (1½ minutes above 14,000ft), make another 180° turn in the same direction to intercept the holding course. Time the inbound leg until reaching the holding fix. If there is little or no wind, it should be one or 1½ minutes as appropriate. If not, you will need to adjust the outbound leg to make the inbound leg the appropriate time. For example, if you are flying at 2,300ft (as is our published missed approach) and find that it takes 45 seconds to fly the inbound leg after flying outbound for one minute, make your outbound leg 1 minute and 15 seconds next time. Similarly, if the inbound leg comes out as 1 minute 30 seconds, shorten the outbound leg by the extra 30

seconds. Remember not to start timing the outbound leg until you are directly abeam the holding fix

The FAA also gives us some rules as to maximum airspeeds we can fly depending on the holding altitude. The most restrictive is 200 KIAS below 6,000ft. Suffice it to say that we cannot break that speed limit in any of the club airplanes. But that is no reason to go boring holes in the sky if we were to be assigned a hold. I recommend slowing the airplane down to the best endurance power setting. Why? Because if ATC needs us to hold for, say, 25 minutes, we are going to hold for 25 minutes whether we're burning 10 gallons/hour or 7 gallons/hour.

So, after going through entry procedures and we starting flying this hold, Mr. Pilot was having a heck of a time with crosswind correction. That reminded me: A lot of instrument pilots remembered the guidelines their instructor gave them just long enough to get through the checkride!

It is the inbound leg that you can get a strong feel for your crab angle and wind direction. The rule of thumb to mastering that pesky crosswind is DOUBLE your crosswind correction on the outbound leg. On this hold, if we are tracking the inbound leg with a heading of 085, we would want to fly the outbound leg at a heading of 229. How did I come to that? Well, 085 is a 12 degree crosswind correction from 073. Doubling that means we need a 24 degree correction on the outbound leg. Since our correction is to the right on the inbound leg, it will need to be to the left on the outbound leg. 229 is 24 degrees left of 253.

I know this can be a confusing subject. If you would like further explanation, please feel free to contact me or another CFII for help.

Humor in the Air

You'll know It's a No-Frills Airline If:

1. They don't sell tickets, they sell chances.
2. All the insurance machines in the terminal are sold out.
3. Before the flight, the passengers get together and elect a pilot.
4. If you kiss the wing for luck before boarding, it kisses you back.
5. You cannot board the plane unless you have the exact change.
6. Before you took off, the stewardess tells you to fasten your Velcro.

7. The Captain asks all the passengers to chip in a little for gas.
8. When they pull the steps away, the plane starts rocking.
9. The Captain yells at the ground crew to get the cows off the runway.
10. You ask the Captain how often their planes crash and he sez, "Just once."
11. No movie. Don't need one.
12. Your life keeps flashing before your eyes.
13. You see a man with a gun, but he's demanding to be let off the plane.
14. All the planes have both a bathroom and a chapel.

A Summer to FLY!

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