Curtin Flying Club (Inc.)

www.curtinflyingclub.com.au

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News Flash

Our flagship C172sp named in honour of life founding member Bill Clark

Curtin flying Club is holding a special evening to commemorate the 40th anniversary since the founding of our Club back in 1975.Members and their partners are invited to join in these special celebrations for an evening of socialising and reminiscing with other members and most importantly, catching up with some of our past and colourful people who had a vision back then of starting a club with the concept of providing quality aircraft and flying at affordable rates.
It is for us as a Club, a significant milestone and we urge our members to help support this achievement by coming along and join in our celebration.

Interiors of our top quality aircraft

We have excellent door prizes and a sumptuous buffet dinner with tea and coffee, live music and of course drinks at club prices.
You will also have a chance at purchasing our Club Raffle tickets and at $10 per ticket the prize is 4 hours of flight time in one of our aircraft inclusive of landing fees, away from base fuel levies etc up to the value of not exceeding $1200. You need not be a pilot to win this, if you don't fly one of our experienced pilots will volunteer to take you to a destination of your choice, just sit back and enjoy the ride."
There has been a 40th year birthday celebration flyer sent out to members through the FSP system with all the details there on payment/ticket sales and most importantly the closing date of our ticket sales. Tickets of $40 per person are on sale now and will close off on ***Friday the 9th October****. For catering purpose, we will* ***not*** *provide for ticket sales at the door, so you need to book now to avoid disappointment.*

Wing Tips

We have recently had an another prop strike in CYQ and while it is a most embarrassing situation for the pilot, unfortunately besides having the aircraft off line for a lengthy/costly experience, this mishap may have been avoided if some of the rules in our training were re-applied.

Here are some thoughts:

1. A good pattern is the first ingredient of a good landing.
2. A stabilized approach is more possible from a good pattern.
3. The idea that you can't make a poor landing from a good approach is just that: an idea.
4. There is only one appropriate approach speed for a given weight.
5. Trim for the appropriate approach speed.
6. When the runway is made, a little throttle will help you flare, *sometimes*.
7. A smooth round out is the proper prelude to the flare.

8. Looking for the far end of the runway and covering it with the aircraft nose makes the flare.
9. Don't make the plane land. Let it land itself.

Nose Wheel Lands First

Looking too close to the nose can cause you to fly into the ground or cause an instinctive jerk on the yoke before hitting. If you should fly the nose wheel into the runway, GO AROUND. The recovery from the resulting porpoise must be accomplished with application of full power, levelling the aircraft, and slowly removing the flaps in ground effect until speed permits a safe climb. ***Any attempt to salvage a landing after the first porpoise will probably fail.*** What happens is that just before the nose wheel hits the yoke is belatedly jerked to raise the nose. The combined rebound caused by the yoke movement and the expansion of the nose strut causes the nose to rise above the horizon and then start to fall just as the yoke is moved forward to prevent the rise. The pilot will always be just enough behind the nose movement to make it worse instead of better. Three such bounces results in severe aircraft damage. **GO AROUND**.

Hard Landing

Training, experience, and judgment in combination or separately cause hard landings. The hard landing does more damage to aircraft than to pilots. Judgment errors come when the pilot starts the round out too soon or flares too high. *This mistake is caused by looking too close to the airplane.* Fixing the eye to the runway too close to the airplane give an illusion of being lower than you really are. You can't see the runway flatten out as it would in a proper flare with vision focused down the runway. How far down the runway? The distance you would look ahead while driving at the same speed. As the nose rises the runway should disappear and the horizon to each side becomes the visual reference. *Without a proper wide view of the horizon over the nose the pilot cannot determine the proper flare attitude that will avoid either the balloon or flat ground contact.*

Prevention of hard landings begins with a visual focus down the runway and a peripheral view of the horizon. In the flare you no longer look at the instrument. Instead, you look ahead of the aircraft. You are attending to the landing and nothing else. If the landing is not progressing properly you go-around without hesitation or delay.

The accumulative damage mostly occurs to the nose gear.

The oleo strut can survive forever if the landings are on the main gear. *When the nose wheel becomes a part of the initial landing contact it becomes life limited.* Every compression of the strut loses some air and perhaps oil. If the strut is not cleaned prior to every flight the accumulated oil and dirt act like sandpaper on the 'O' ring. After a number of nose wheel compression cycles the strut will become flat and knock against the wheel even when taxiing. Every subsequent landing causes the shock of the nose wheel landing to be transmitted into the firewall and the engine mounting. Now, the damage is not just to the gear but in the engine and the aircraft airframe. I have watched someone taking a club 172 and make somewhere between 4 and 6 touch-and-go's. Every one of the 'landings' was flat. Not once was the nose wheel held off the runway for even a moment.

Ballooning

A flare that is made abruptly, too close to the surface, or too fast can cause an immediate 'bounce' off the ground effect and an immediate increase in height above the runway. This is known as ballooning. A companion effect of the balloon is a significant loss of flying speed. The balloon effect can vary in severity.

Treat any balloon as an unsalvageable landing. Go around

Unfortunately, the human instinctive reaction is just enough out of time to only make things worse. The human reaction to all this is to put things right. The instinctive reaction of lowering the nose will be too late. It will probably exaggerate the nose drop that is already occurring. So, the pilot will instinctively pull back. Too late, again. The nose wheel has hit. The strut has compressed, sprung back, and is sending the nose into the air just as the yoke comes back again. The second or third time the nose wheel collapses. The propeller is ruined and the engine damaged. No likely injury to the pilot**.** ***GO AROUND THE FIRST TIME!!***

***Do not attempt to salvage a balloon*.** Apply full power, hold the nose level, get close to the surface, make the best possible use of the ground effect's ability to reduce drag, accelerate, clean-up the flaps by milking, and climb only when reaching climb speed.
Some of these actions run counter to instinctive human behaviour but are essential to a successful recovery.
Getting close to the surface is psychologically quite difficult. Bringing off the flaps slowly when your every emotion is to hurry up and get up is difficult. Waiting to climb, with the end of the runway approaching is also contrary to natural instinct.

House Keeping:

Recently we also had an issue with a member have to initiate a jump start due to a very low powered battery in KXW. This can cause an unnecessary delay for the pilot and can "creep" into the next pilot's allotted hire time.
Members need to be aware that the G1000 system power will drain the battery very quickly and pilots should minimise their "ground time" with the unit on pre-engine start.