



MARCH 2016

CANDLER FIELD FLYING CLUB

Thanks to Andrew Johnson for this excellent photo of Fernandina, Florida, from 385.

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HANGAR UPDATE

DOUGLAS DUMAS

Things have been looking up in the hangars. There hasn't been much flying done, but we're getting better at stowing the airplanes. The new guide lines that Scott Coile put down for each bay are a great aid for pushing the airplanes back in, especially after a solo flight.

As I'm sure many of you noticed, I was gone for two weeks in February due to sickness. I'm happy to be back in good health and thankful for the support I received. Now I'm back to bugging y'all again! On that note, I'd like to emphasize that you are welcome to keep me in check just the same as I'm always peeking in on the airplanes. If you find a mess or something I missed, call or text me at my number below.

The glider's going to be back in action this month. I'll be out with it on March 6 for our glider day, come out and join us if you can. I will also have armed guards, so no assassination attempts on the Hangar Czar please. I have to pay them bonuses for combat and those guys aren't cheap.

Remember, if you need to contact me about issues in the hangar or additions for our newsletter (pictures are always welcome), send e-mails to douglasdcandler@gmail.com or call (770) 268-9919. Please direct all complaints to private.aircraft.support@dhs.gov.

That's all. Have a safe March!

FROM THE LEFT SEAT

GLEN MARSH

This past month, Peachstate was host to the Vintage Aircraft Association and after the meeting had a town hall meeting for EAA members and all concerned aircraft owners pilots in the area. The featured speaker was Mr. Jack Pelton, president of EAA. Mr. Pelton brought us up to date on the status of the Pilots Bill of Rights that is currently being considered by Congress. Suffice to say it was a lesson on how sausage is made, but the bottom line is that he feels it has an 80% chance of getting passed in this congress, and if it doesn't it will be considered in the next. It is very heartening to me that we have people like Mr. Pelton who are willing to fight these battles for us. I would urge anyone who is not a member to please consider joining this fine organization that is one of our biggest and best proponents.



THE AUTHOR (R) WITH JACK PELTON.

Another topic was Young Eagles. Because any organization that works with children is vulnerable to child predators, EAA has made the decision to require background checks for anyone doing YE flights. This is for the protection of the organization, pilots, and most importantly the children. I know privacy is a

sensitive subject, but I agree that this is in everyone's best interest. You can do it online and only takes about 15 minutes.

Spring is just around the corner and we'll be doing regular glider flights starting Sunday, March 6th. Come on out and take a ride or sign up for a rating!

SPECIAL NOTE

DOUGLAS DUMAS

First off, let me establish that nobody in our group is responsible for this. Now, Exhibit A:



CFM-YMP members found this mangled towbar on the runway near the Barnstormer's Workshop. At first we thought it was the club's; however, to our relief, we found that it was only a look-alike.

Just the same, I feel that there's a lesson to be learned here – regardless of who was responsible, we can see that one pilot took off with the towbar still attached. Not only did he likely damage his airplane, he left a hazard for other aircraft. There's still an undiscovered handle lying somewhere, presumably on the runway where a propeller or a wheel could kick it up into another unlucky pilot's airplane.

This could happen to anybody who is in a hurry, too relaxed, or simply skips his walkaround. Let's continue to be vigilant and always keep an eye out for hazards.

SAFETY BRIEF

MIKE KNABE

This safety segment covers two things to think about when planning a flight. The first topic of conversation involves ATC and flight following. The second is a reminder to check your performance when operating out of Peach State.

When planning to go Cross Country, I would like to strongly suggest taking advantage of our National Airspace System's Air Traffic Control. Flight Following is a service provided to VFR aircraft wishing to receive traffic advisories when ATC workload permits. It is important to remember that when a controller is busy to make sure your initial call is professional and complete without “Uh's” and “Um's”. A professional, complete, well put together initial request for flight following when a controller is busy will generally give the controller the confidence that you will listen up and you will be more likely to get FF even when the controller is busy. The reasons for FF are numerous, but I would like to urge you to use this service for three major reasons.

1. It is very easy to become complacent on a long cross country when it comes to traffic scanning. Remember, just because you are on a VFR Cruising altitude, there is no guarantee that everyone is following this RECOMMENDATION. ATC is a second set of eyes and can save you. They will also alert you to things like skydive planes in the area and military aircraft operating at high speeds.
2. Filing a VFR flight plan with Flight Service is a great backup in the case that anything happens to you, and is necessary in the case that Flight Following could not be obtained. If you do not close your flight plan and they cannot verify that your airplane made its destination, they will send out search and rescue for you. This is a good service, but it takes a long time for the search and rescue operation to begin and they can only work with your approximate location. Should you have an engine failure and end up in the trees, you probably want someone to get to you a little sooner than waiting for your arrival time plus the time it takes to organize the effort. When using Flight Following, if they lose contact with you they have a location -- the last ping from the transponder. In addition, rather than rambling off a location (“I'm at a lake and there are trees”) on 121.5, you can simply tell your controller, “I have had an engine failure and will be landing two miles west of my current location. Please send help.”

3. Okay, so you have called Flight Service and they have given Standard Briefing, you start your flight and have planned through R2006 (which is cold according to your briefing). Thirty minutes into your flight, you enter R2006, which had some pop-up military traffic doing some controlled firing range work which made the restricted area hot ten minutes earlier. You are monitoring 121.5 on the number 2 radio as the AIM suggests and you hear, "Aircraft twenty miles west of XYZ VOR on a heading of 180 traveling at 110kts, you have entered a restricted area, the quickest point of exit is heading 360 at 6 miles," you now realize, "Oh crap, that's me!" When you land you are met by a cop that gives you a number for the FAA facility which handles R2006. Chances are you will not be violated if you indeed got a briefing and can prove the time of the call with your tail number. This could all have been avoided by getting Flight Following; you would have been talking to the controller responsible for R2006, and he would have directed you around it advising you that the restricted area has gone hot. Another thing to keep in mind as the political types are out running around spreading promises and lies is that POP-UP TFR's will be happening. While these and Restricted and Prohibited areas are still YOUR RESPONSIBILITY, it is just another layer of protection!

As the summer approaches and temperatures begin to warm up, I would like to just throw in a reminder about checking your aircraft performance prior to flying. Unfortunately, our older aircraft books are relatively limited in their performance information. Please remember to only leave half tanks in the Cessna's so someone wanting to fly with passengers can do so. When departing Peach State, consider taking off with up to a 5 kt tailwind down the hill, or landing up-hill with a little bit of a tailwind. There is no information in the PIM's with respect to the uphill takeoff numbers. When flying 96U most folks takeoff downhill, starting their takeoff roll from up near the road. When doing so, remember that the threshold is up near the old hangars on the north side of the field and, from the road, you cannot see the other end of the runway. Aircraft landing up the hill will not necessarily see you starting your takeoff roll from that point, mistaking your activity for an engine runup rather than a takeoff. Be sure to use radio to clarify this, but also understand that there are a fair amount of aircraft operating in our field without a radio (especially yellow ones).

BEFORE WE GO...



See, airplanes aren't all that that complicated.

