

# EAA MILE HIGH CHAPTER



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VOLUME 13, ISSUE 1, JANUARY, 1990

THIS MONTH: This month's meeting will be held on Saturday, January 13, 1990 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a slide presentation and talk by John McCabe about a trip he took to Nome, Alaska to bring back a non-flying Stinson L-1. John is very knowledgeable about all of the Liaison aircraft, and will gladly answer any questions that anyone has about them. This should be a good program.

LAST MONTH: With 50 members and guests in attendance, EAA Chapter 43's annual Christmas Banquet began around 6:00 P.M. at The Plum Tree Restaurant in Lafayette on Saturday, December 9, 1989. After most all had finished eating, President Kirby White called everyone to order for a short business meeting, at which time the minutes of the November meeting were approved as published in the Newsletter.

Guests: There were a number of guests present, in the form of relatives and friends, and Kirby welcomed all of them to the Banquet.

Treasurer's Report: There was none given.

Old Business: Kirby let everyone know that Chapter 43 still had a good supply of 1990 EAA calendars to sell for \$4.00 each.

New Business: Kirby felt that some thanks were in order. First, he thanked all present for coming to the Banquet and making it a success. He wished everyone a Merry Christmas and a Happy New Year. Then he thanked Cathy Sheeon and Daphne Davenport for setting up the Banquet and contacting everyone about it. Kirby also thanked Wilda Davenport and Bob & Darlene Miosek and Roy & Denise Maneely for their help in making the cookies that were at every place setting. Everyone gave all of the above volunteers a very nice round of applause for their hard work. Merry Mason told everyone that she had gotten her Private Pilot License recently. And her husband Rob said he completed his Instrument Rating not too long ago, also. Everyone congratulated both of them for their accomplishments. Dean Cochran talked about a chance meeting he had in an elevator in downtown Denver with a man wearing an aviation pin. Dean asked about the pin, and the man said it was related to the Collier Trophy. Dean didn't get the man's name or any more information because the man got off the elevator, but Dean said he was sure curious who it was.

Gene's Corner: Gene Horsman read the following humorous items he had come across: Autogyro Memories -- Neither airplane nor helicopter, the autogyro briefly captured the imagination of the air

Gene's Corner cont: minded. (It also became involved in the longest patent lawsuit in aviation history.) Said the New Yorker in 1930, "Although the Autogiro looks like something Jules Verne thought of, it will actually land in one's flower garden -- or, if one is fussy, in one's neighbor's flower garden." Rush hour traffic in Boise, Idaho came to a screeching halt resulting in several minor collisions when Hi-Way Implements launched its Case Tractor balloon early one morning during the Western Idaho Fair last August. The motorists may have trouble convincing their insurance companies that they were distracted by a nine story tall red tractor flying over the highway! Gene also read this not so humorous item: The Parkersburg News in West Virginia ran an eye-catching story about a fatal boating accident. While we in aviation are used to seeing aviation as everyone's whipping boy, this may be carrying things a bit far. The article stated, "A DNR spokeswoman said the 22 foot Beechcraft Bonanza was traveling east on the Little Kanawha River with six people on board when it crashed into a loaded barge on the south side of the river near the mouth of Northington Creek." Enough said!

Progress Reports: There were none given.

A&P: The business portion of the Banquet adjourned before many had to leave. Kirby invited all present to stay as long as they liked, however. He said that there would not be an actual program, because it gave everyone a chance to talk to one another.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1990 Membership Renewal Form which is included in this Newsletter.

CALENDARS: We still have 1990 EAA calendars to sell for \$4.00 each.

MARKETPLACE: For Sale: Vari Eze project, 75% complete, includes 85 HP Continental and instruments and a radio. Mike Hall 247-5486 in Durango

For Sale: Sonerai II midwing project, 99% complete, never flown, has tow package with folding wings, 1750 CC VW by Monnett with propeller, needs interior, \$3,000. Tom Beaman 985-4691

For Sale: Collins VHF 250 NavComm, 720 channel, yellow tagged, not used since tagged, with tray and wiring harness, meets new frequency requirements, \$700.00. James Taylor 466-5032

For Sale: Brand new Narco ELT-10 battery, good January 1990 to January 1992, \$25.00. Gene Horsman 279-5782

Wanted: Looking for space to build an airplane with a small living space attached or nearby. Don Sebastian 429-6598

# Biplane makes memories soar



**Gene Amole**

## Barnstorming.

When I am at Stapleton International Airport, I always manage to spend a little extra time looking at that wonderful old Curtiss Jenny biplane that hangs from the ceiling in the terminal building. It is a reminder that aviation was once a great adventure and not the ordeal it has become in recent years.

As kids on West Maple Avenue, we never missed

Saturday matinees at the Webber theater of silent movies of World War I air battles. When we got home, we'd put on our imitation leather aviator helmets with snap-on goggles and re-create the aerial dogfights we had seen on the silver screen. I can still see us, running around in the front yard with our arms extended like wings and making noises like airplane engines and machine guns.

Don't let this get around, but I still spend considerable time in that wonderful old fantasy world. Every now and then, *Wings and Hells Angels* will turn up on cable television. Occasionally, *The Blue Max*, *Waldo Pepper* and *Darling Lilly* will also reappear late at night. I watch them all.

The old Jenny at Stapleton conjures up similar nostalgic feelings. The last time I was at the airport to pick up my daughter, I got to wondering what would happen to it if and when that fool new airport is built.

My pal Medill Barnes was one of the original owners of the plane. He was foggy on the details of exactly how it got there but put me in touch with Brad Davenport, an old aviator and member of the Antique Airplane Association of Colorado, the official owner of the Jenny.

"We don't think the new airport will ever be built," he told me, "but if it is, I doubt that we would want it out there. What they are planning to build is a monument, not an airport terminal." He estimates the Jenny's current value may be as high as \$100,000, even though it cost its original 10 investors only \$100 each.

Davenport said the first Jennies were built in 1916 and were used to train pilots in World War I. "The official name is the Curtiss JN-4. It was powered by a 90-horsepower, DX-5, liquid-cooled, V-8 engine," he said. "After the war they were used for just about everything, including air ambulances. The pilot sat in front and there was a rear hatch to carry a patient, lying down. Jennies also were used to fly the mail and became toys for rich boys."

He said the Jenny at Stapleton had been used for barnstorming before it was restored by association members. "The fabric covering the fuselage was covered with signatures of people who had been up in the plane. I think the original skin is still around somewhere," he said.

Ed "Weatherman" Bowman, an old TV sidekick of mine, had additional information about the Stapleton Jenny. "She was donated to the Air Force Academy, but when it was learned the plane was actually a "Canuck," or a Jenny built in Canada, the Academy wanted to get rid of it."

By the way, Bowman told me that he has finally gotten his 1937 Ryan STA flying again. It's a low-wing, open-cockpit job. "She's a beauty," he said. "Her pants are shiny, and she looks just like the STA (that) Smiling Jack flew in the comic strips when you and I were kids."

Eddy, old buddy, I think we are still kids.

*Gene Amole's column appears Sunday, Tuesday and Thursday.*

## SHOE



Jeff MacNelly

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# TALEDRAGGER

## You're out of excuses — next year, you're definitely going to Oshkosh!

By Budd Davisson

"So — how was Oshkosh this year?" That's the universal opening remark for every conversation held for a month after returning from Aero-Mecca North. People will look you right in the eye, and ask you to answer in 25 words or less what happened, what you saw, and what you experienced during that ten-day marathon of emotions.

I haven't come up with a pat answer yet, but depending on how recovered I am, and how much of the exhaustion has worn off, I'll either say (or snarl) something to the effect of, "It was hot, cold, dry, rainy, and full of people and airplanes." That leaves me 13 words left over to delve into details, should I think the individual warrants it, or is interested enough to hear the rest.

The next comment I hear is almost always, "I've been meaning to go for years. Maybe next year."

For that one, I have an answer, "If you haven't been to Oshkosh, you don't really know what's going on in aviation. You might *think* you do, but you don't."

And that's an absolute fact. Aviation is not what it was only ten short years ago, and nowhere is the change so vivid as it is at Oshkosh each year. As the old "mainstream" aviation, the CessnaPiperBeech-type, proceeded to shoot itself in the foot, aviation, as represented at Oshkosh, began to grow at exactly the same rate at which the rest of aviation was dying. A very clear transference was taking place — one where many folks in what was then mainstream aviation were looking over the fence to where the action was, and proceeded to jump that fence.

Every form of aviation worth worrying about is now centralized at Oshkosh. The event, and the town of the same name, are now the crossroads of aviation and can legitimately lay claim to the title of "Mainstream Aviation". It's the CessnaPiperBeech clan which is now on the fringes. Any who dispute this fact haven't bothered to do the simplest research, which is nothing more than being involved in the many phases of aviation.

So many pilots, or more correctly, so many aviation managers still cling to the idea that "sport" pilots, and airplanes which are meant for fun flying, aren't worth worrying about — as a market. They cling to that idea

even though they can look around anywhere, and see the number of student starts plummet, airplane production croak along, and the airplane population continue an absolute decline into extinction. And this is not a black fantasy without supporting facts; the latest figures show that, if normal attrition and exporting continue at their present rate, and airplane production remains the same, **THERE WILL BE NO GENERAL AVIATION AIRPLANES BY THE YEAR 2000.** And these aren't even *my* figures; they come right from the GAMA & FAA reports!

Digest what we just said, for a second. "Mainstream aviation," which so many aviation managers believe still exists, is going to be down to fossil remains *sometime* in *our* lifetime!

And none of these aviation managers are doing anything to help the situation. The recent BS from Cessna and GAMA about the SID (Supplemental Inspection Documents) is nothing more than an artificial method of getting airplanes out of the air earlier. In shorthand, what the SIDs would do, if implemented, is require all lightplanes to be totally rebuilt every so many years, regardless of condition.

These incredibly short-sighted, aeronautically naive (I'm fighting to keep from using the word "stupid") managers think that, if they get all lightplanes out of the air, two things will happen: First, they will limit their liability, and second, they will sell more airplanes. Oh sure, they may sell more twins, but the singles will never come back under their guidance.

Are they forgetting the facts, like the one that "the average, equipped, price of a Cessna 182, when they were last produced, was \$103,000"? Or that "the price of the lowly Cessna 150/152 went from \$9,500 to \$12,500 during the 1962 - 1972 period, then hit nearly \$40,000 only ten years later"?

Light aviation didn't commit suicide, as so many would have us believe. Light aviation was murdered by guys in three-piece suits — who were never out there where the action is. Whether lawyers, av-managers, the FAA or Congress — *they all share in the blame.* The market didn't desert them; they chased it away!

We can't leave the future of light aviation in the hands of those who have traditionally guided it, or there won't be any future.

In fact, it is doubtful if they even want light aviation to exist at all, because the profit margins for them are so small, and the risks so high.

And then there is Oshkosh, the EAA and the Sport Aviation movement — a perfect example of a user-friendly system. This is an example of what happens when the market is left to determine what it wants and who should provide it. This is what happens when traditional methods serve only as a starting point, and a clean sheet of paper is part of every solution. This is what happens when all the creativity and excitement (which is what *started* aviation in the first place) is brought into focus. The Sport Aviation movement is what happens when passion is once again a major ingredient in any endeavor. Of course, it may also be a simple case of what happens when nobody wears a three-piece suit.

So, what's the cure? Who knows? Maybe, though, when we return from Oshkosh, we're simply answering the questions all wrong. Maybe, when somebody says that he has never been to Oshkosh, we should knock him down, stand on his chest and scream at him, "WHY NOT? IF YOU DON'T GO TO OSHKOSH, YOU'RE PART OF THE PROBLEM, NOT PART OF THE SOLUTION!"

People who haven't gone to Oshkosh are operating with an entirely outdated set of facts. More importantly, they're working with an outdated set of emotions. They desperately need to get out of "normal" aviation long enough to realize that everything *isn't* doom and gloom, and that there *is* a future — but it's not where they *think* it is. They need to go to Oshkosh to get their batteries recharged, so they can dive back into their own form of aviation and bring a little light, hope, creativity and passion back into it. Most important, they need the passion.

Passion has effectively been drained out of almost everything but Sport Aviation and, without passion, any system or project will surely languish and die. The cure for passion-deprivation is a healthy shot of Oshkosh.

So, if you *don't* want a guy in Justin boots standing on your chest, yelling, don't come up to me and give me this stuff about "maybe" going next year; you're "absolutely" going next year! Got that? **SP**

## DEALING WITH PART 67 - MEDICAL STANDARDS AND CERTIFICATION

### Or "How To Make Life Easier For You And Your Designated Medical Examiner"

#### Going to the Aviation Medical Examiner (AME)

Very few AMEs earn a living or even make a profit performing airman medical certification examinations. The vast majority are, like you, Private pilots who fly for pleasure. They enjoy the opportunity to meet and talk to other pilots, and feel that their particular knowledge and expertise in general aviation can be used to the applicant's advantage in securing medical certification. With that understanding, it is courteous and helpful for the pilot applicant to do everything possible to make the relationship a collegial, cooperative effort.

**Time** - Since the FAA wishes the AMEs to be in an active private practice of medicine, the pilot applicant must understand that medical emergencies and other responsibilities of the doctor may make it impossible for the AME to be on time for the appointment. If the pilot has a time constraint or deadline, he should let the doctor's office know this when setting up the appointment. Most examiners will do everything in their power to make an appointment at a time that can be guaranteed. The pilot should also apply early in the month during which his certificate expires. Although most AMEs will do all they can to keep a pilot in the air, part of pre-examination planning should be to know that one's personal credentials are valid so the visit is not wasted.

**Lenses, glasses, and vision** - If the applicant has any limitation of eyesight (including simple near- or farsightedness), he should visit an ophthalmologist well in advance of the flight medical examination to be certain that corrected eyesight meets minimal standards for the class of certificate desired.

This is particularly important for Class I or II physicals (airline captains and

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commercial pilots), as corrected vision must be 20/20 in each eye and both together. To arrive at the AMEs with a set of glasses correcting your vision only to 20/25, when an updated set would provide 20/20, will frustrate the examiner as well as the pilot. If one is a contact lens wearer, the physician will need to record the visual acuity without the lenses, first, after which contacts or glasses can be used. Although many examiners will provide temporary equipment for storage or cleaning of contact lenses, it's far better to bring your own equipment. If you have glaucoma, be prepared with a fresh eye report form (FAA Form 8500-14) from your ophthalmologist. If this goes out in the same envelope with your AME's report (Form 8500-8), you will have saved considerable time and effort in Oklahoma City in trying to put together documents arriving under separate cover. Not only will this save you time, it may save taxpayers' money.

**Waivers** - If you have a waiver (exception for some physical limitation), please bring it to the examination so the examiner can verify that the class of certificate for which the waiver was granted is the same as that being sought (one cannot upgrade a waiver without special application), and that the correct waiver number is used.

**Filling out the forms** - On being given the FAA Form 8500-8 by the AME or his assistant, it is necessary for the pilot applicant to complete one side. The pilot should read the directions be-

fore filling out the form. Do not write in the upper left hand corner, in the portion called the Medical Certificate Area. Each item numbered 1 through 23 should be answered carefully. It is important to note the block in which the check mark goes; in all cases, the check mark goes to the left of the item being answered. If there have been no changes since the last report, the remarks column under Item 21 states, "If no changes since last report, so state." This can save a lot of time for both the applicant and the AME. Think first, then write.

**Penalties for falsifying the application** - Most pilot applicants pay no attention to the notice in the lower left hand corner of the first page of FAA Form 8500-8, which states: "**Notice, whoever in any matter in the jurisdiction of any department or agency of the United States knowingly, and willfully falsifies, conceals, or covers up by any trick, or device, material fact or who makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document known to contain any false or fraudulent statement or entry, shall be fined not more than \$10,000.00 or imprisoned for not more than 5 years, or both.**" This is U. S. Code, Title 18, Section 1001. In plain English, this means it is a federal crime to lie on your flight medical certification form. From the point of the examining doctor, the key word is "whoever". Therefore, do not expect the medical examiner to stick his neck out to insure your personal freedom to fly an airplane when you are not medically qualified.

#### The Student Certificate

If issued a student pilot license/third

class medical certificate, it is in the best interest of your estate that your flight instructor endorse the certificate before allowing you to fly solo or cross country. Some flight instructors have been known to await the successful return of the student before signing the document, to protect themselves legally.

#### **Losing the Medical Certificate - And Getting It Back**

If the AME sends in your examination, and you do not hear from the FAA within 60 days, it is quite likely that the medical certificate issued by the examiner is valid. However, AMEs can make mistakes, and rules do change on occasion without the knowledge of medical examiners. You may have a modified or secondary certificate mailed to you, or you may be shocked to receive mailed notice of a denial. Any such correspondence is also copied to the AME. Thus, when you telephone him for further assistance, he should have knowledge of what has happened and be able to suggest a pathway through the denial and review procedure. As with all government agencies, there are two parallel pathways; the first of which is administrative. Lacking success in that area, you still have the full right of access to the U. S. courts.

There are many reasons for loss of a medical certificate, but following are brief discussions of some common problems and the response to them.

**Heart attacks** - If you have a myocardial infarction, do not expect to receive a medical certificate for at least a year, and after extensive cardiovascular examination. If you have had coronary artery bypass surgery, you may be considered for recertification after one disease-free year from the operation. Your AME can help you secure and meet the standards the FAA requires for evaluation. You must meet the minimum standards for testing of heart function before your case will be heard. To take shortcuts (omitting required tests, for example) and to not provide full and complete data will only lead to unnecessary delays. If your coronary artery disease has been treated with balloon angioplasty, you will find the waiting period before successful recertification somewhat more lengthy, but this may change with time and more information on how such people do.

**High blood pressure** - You may be able to pass the physical with blood

pressure at a level that makes your spouse and your family physician uncomfortable. It is possible to be recertified without taking medication, but this may reduce your longevity, or hasten the onset of a disqualifying medical event (stroke, heart attack, etc.). If you wish to take the advice of your loving spouse and your doctor and use medication, you should be reassured to know that almost all the standard hypertension medications are allowed. However, they are allowed only if a complete evaluation is completed and application is made for an exemption to the rule that does not allow flying while taking medication to lower blood pressure.

**Diabetes mellitus** - The main reason for the urine test is to detect sugar in the urine - a sign of diabetes (this disorder was discussed by Dr. Hunter Heath in the September and October 1988 issues of SPORT AVIATION). If you have a "bashful bladder", and find it difficult to urinate in a doctor's office, don't expect the doctor to be sympathetic to your request to bring a urine sample from home. The AME is required to know that the specimen he tests was produced by the applicant. Go to the office with a full bladder, if necessary, and get the specimen over with as the first order of business. If you have maturity-onset, non-insulin-dependent diabetes, and no complications, you may still be certified upon completion of a sugar metabolism report to the FAA. Most people with this disorder are controlled well with diet and weight loss alone, and fortunately this medically sound way to handle the abnormality is the one least likely to hinder your certification.

**Poor vision or hearing** - If you fail to meet the standards for visual acuity, don't necessarily give up. Various exemptions from the published standards may be issued based on study of your individual case. We even have many one-eyed pilots (remember Wiley Post?). Color blindness will result in prohibition against night flight, but you may be able to demonstrate the ability to distinguish aviation red and green in a practical test. Partial deafness likewise does not necessarily preclude getting a certificate. In fact, totally deaf pilots can be certified, although they must fly in non-radio (uncontrolled) environments.

**Psychiatric problems** - Even severe and life-threatening psychiatric conditions, including severe alcoholism,

when properly treated and resolved, have not prevented recertification. Each case must be individually evaluated by appropriate medical consultations submitted to the FAA.

#### **Summary**

The foregoing represents only a small range of possibilities for solvable problems in flight medical certification (often before they become problems). Remember, failure to meet the initial standards does not always mean denial of certification. On a case-by-case basis, exemptions and limitations have always been and probably always will be issued. It is important to seek out all administrative avenues for overcoming an actual or potential denial of certificate. If you are disqualified, it is not always necessary for your AME to issue you a letter of denial. In fact, this probably complicates the process. The examiner can check off the box that says your certificate was not issued by him due to failure to meet the standards, but that further evaluation is indicated. You will then receive a letter from Oklahoma City with precise directions to further your evaluation for the medical certificate. When complying with FAA requests, be very careful to provide each and every one of the items listed. Do not allow your consulting physician to make a judgment on your fitness to fly, or on how much of the form to answer. If he doesn't do it all, correctly, the first time, you are going to have more delay, and ultimately will have to comply with the requests anyway. Why not do it right the first time?

These recommendations come from the areas that have been most troublesome to me in my 28 years experience as an AME and 45 years as a pilot. I hope the comments will make your examination easier. If you have a problem, consult your AME; he probably has a lot more experience and knowledge to help you than your flying buddies.

**Sport Pilot Medicine** is written by various medical doctors on subjects of interest to EAA members. The above article has been written by Dr. Richard J. Rihn, a member of the EAA Aeromedical Advisory Panel. If you wish to contact the author for additional information, please write to him at the address listed at the beginning of this article.



## Using the Spot Method — Coping with Visual Illusions

by Sparky Imeson

I am always amazed while lecturing around the country, to ask "How many pilots use the spot method for landing?" and then find many do not know what I am talking about.

There are situations in which a pilot may be misled by visual illusions. This is not a phenomena confined to mountain flying, it happens wherever pilots fly. Several areas create problems:

- Approaching a runway with downslope. The illusion is that of being too low. Pilots tend to make high approaches and touch down far from the approach end of the runway.
- Approaching a runway with upslope. The illusion is that of being too high. Pilots tend to make low approaches with the possibility of not having sufficient power to make it to the runway.
- Approaching a brightly lit runway at night produces an illusion that the runway is closer and the pilot makes an approach which is too steep and too fast.
- The "black hole" approach at night to an airport surrounded by pitch-blackness.
- When approaching a runway in rain, the refraction of light tricks the pilot into thinking he is too high. This leads to a premature descent.
- When approaching a mountain ridge with a rain shower between the airplane and the ridge or while in the rain, will lead the pilot to believe he is high enough to miss the ridge.

All pilots should be cognizant of and practice the spot method to eliminate arrival at a runway too low or too high for a normal landing.

### Definitions

The **spot method of landing** is a technique whereby the pilot provides his own highly accurate glide slope to a runway by using visual cues in the cockpit and on the ground.

The **Windscreen Mark** is the point on the windscreen used to aim or align the airplane with the aiming point.

The **Aiming Point** is the point where the airplane would impact the runway if you fail to flare.

The **Touchdown point** will be some 200-300 feet beyond the aiming point when using the proper approach speed.

### Use a Windscreen Mark

When an airplane on approach to landing is flown at a constant speed while maintaining a constant rate of descent, the pilot will notice an area on the ground above the nose which appears to be stationary. The area above this point will appear to move away from the pilot. The area below this point will appear to move toward the pilot.

Pilots that have not been exposed to this method may initially find it difficult to distinguish the stationary area. To make it easier to learn and practice the spot method, use a grease pencil (it will rub off later) to make a mark on the windscreen. Fly at cruise airspeed and cruise power setting in level flight and notice where the horizon intersects the windscreen. Make a mark at this point. Depending upon your parallax and the airplane being flown, this should be in the range of two to six inches above the bottom of the windscreen. When you lean forward the spot will move down on the windscreen, so check it when you are seated normally.

If you have marked the proper spot, when you make a descent the ground directly in line with the windscreen mark will remain in the same position on the windscreen. The ground above the mark will be moving up on the windscreen. The ground below the mark will be moving down and under the nose.

On the downwind leg of the landing pattern do your normal pre-landing cockpit check. Adjust the airspeed to normal approach. On final, place the windscreen mark on the aiming point. With a constant indicated airspeed, small power changes will adjust the marks. If the aiming point moves up from the windscreen mark, add power; if it moves down, reduce power. A properly trimmed airplane will maintain a constant indicated airspeed with these small power changes.

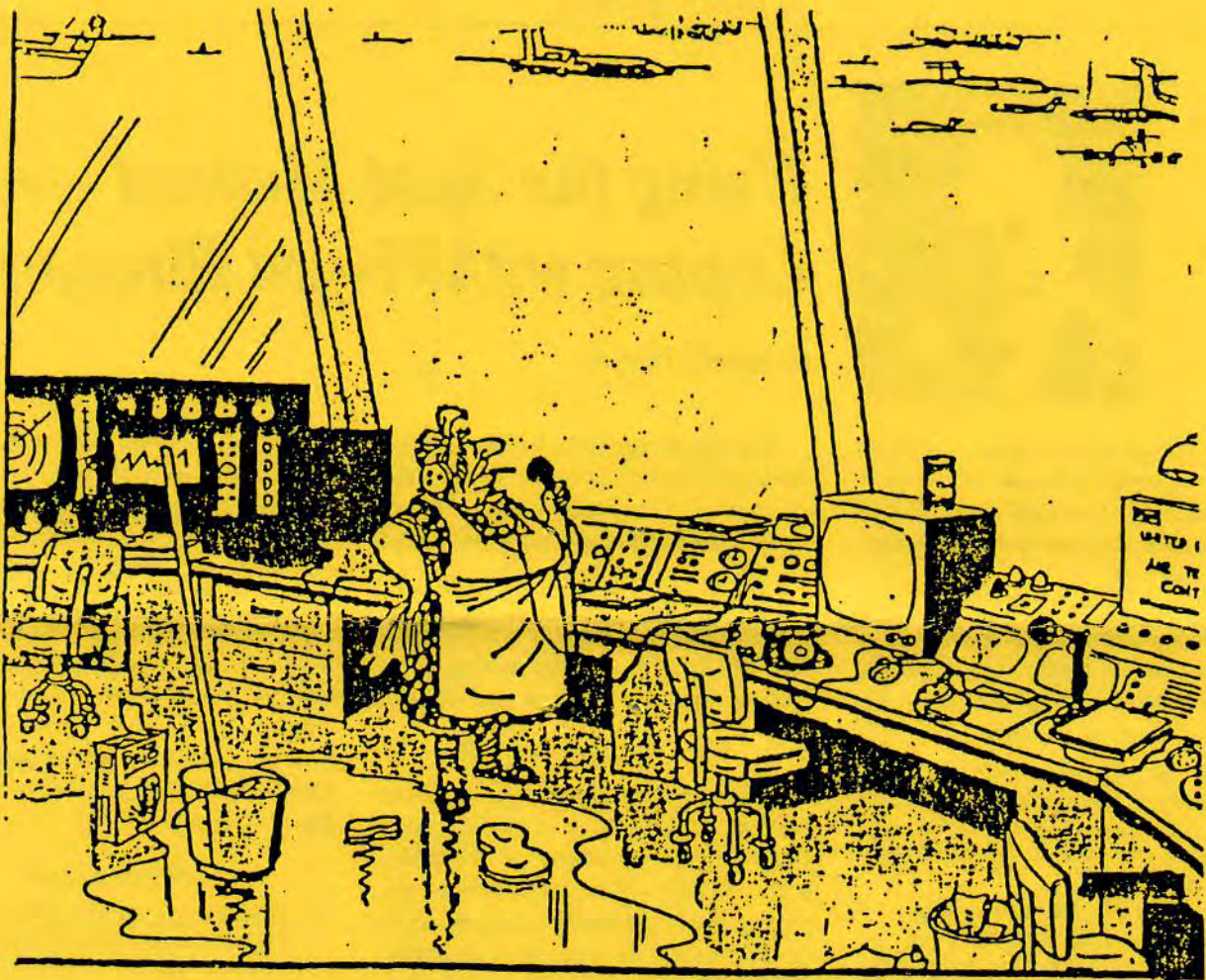
### Additional Uses

- Approaching an airport traffic pattern. To eliminate the possibility of a mid-air, it is recommended that you enter the pattern at pattern altitude. To do this select an aiming point and use the windscreen mark to fly to it then level off at pattern altitude. This technique will work without reducing airspeed to approach airspeed.
- Providing cloud clearance during descent. Choose an aiming point on the ground to avoid clouds. For climbs or descents, look at the windscreen mark in relation to the cloud. If the cloud moves away from the mark, you will not hit it.
- Crossing mountain ridges from cruise flight. During level flight at cruise airspeed, look at the windscreen mark. If the ridge is below the mark, the airplane is higher than the ridge.
- Forced landings. If an engine fails on a single-engine airplane, establish the best glide speed. Look at the windscreen mark and scribe an arc. The airplane can glide anywhere within that arc.

### Solutions

Landing visual illusions can be solved by using a VASI or the electronic glide slope of an ILS, if they are available. Since they are not always at hand, it is valuable to learn the spot method.





Now hear this ... the big red one with the yellow stripes is  
the last one I bring down...I've got my own job to do!



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