



## EAA Chapter 52 Sacramento CA.

### March 2019 Edition

#### A Message from the Editors:

The Wing Flap has a website! We made this for the chapter so more members can get involved with the Wing Flap. If you have photos from an event or want to write about anything aviation, it will be included in future Wing Flap editions. The website is <http://bit.ly/WingFlap> and it includes previous Wing Flap editions as well. Thank you and see you in the sky.

Thank You,  
Carson & Cedric

March 2019 Left Seat,

By Gill Wright

This past weekend Chapter 52 hosted the Ford Tri-Motor at Executive airport. In spite of the rains Thursday and Friday, we were able to have 37 full flights of passengers who experienced this unique heritage aircraft. The flight pattern was over Downtown Sacramento, and provided some exceptions views for those who partook in these flights.

Our crew, Cody & Jackie Welch, and Taylor Oliver were a complete joy to work with for this event. Cody and Jackie have been the creators of the EAA Ford Tri-Motor program for some 27 years. It was a great pleasure to work with them again in hosting this unique piece of our Nation's aviation heritage.

These two have a deep and abiding love of aviation that spans the decades they have journeyed with each other. They are a couple of older kids sharing the joy of aviation as they travel this magnificent country we live in. Taylor was able to complete some of his training towards his endorsement to fly the Ford as a Captain, once he has completed 100 flights in the Left seat, AND gets Cody's endorsement of his proficiency. We wish him well in that endeavor.

All of you who made the time to volunteer for this event know how special it was to see our guests step back to Earth with a smile from the time travel they had just done above Sacramento. We had many families who came away with memories to talk about in years to come. I cannot help wonder, if some of these young people might end up in a career in aviation from what their Grandparents brought them to. Time will tell.

This is a request to help keep a balanced of the foods we bring. If you would like to bring something that is not in your category, please feel free to do so. We will just see how things work out on Tuesday night.

I look forward to sharing the stories of this last weekend with all of you.

Blue Skies,

Gill Wright  
President, EAA Chapter 52

#### Off Airport Landings – the immediacy of the unexpected! -Lurid Lament of the Levee Landing Lunatic By, Owen Hughes

You might imagine that the most important factors in off airport landing have to do with achieving maximum performance take offs or landings, or perhaps an equipment focus on big tires, STOL mods and the like. In my experience the most important factor in off airport flying is the immediacy of the unexpected. Forgetting to respect the unexpected recently turned an afternoon outing to near disaster.

As aviators we are trained to plan our trips down to the minute, ounce of fuel, and degree of heading – proactively maximizing safety by minimizing uncertainty. Equally important is planning and procedures to reactively handle immediate challenges such as in flight emergency procedures or weather diversions - but we rarely pay much attention to plans and procedures for the unexpected after our initial training.

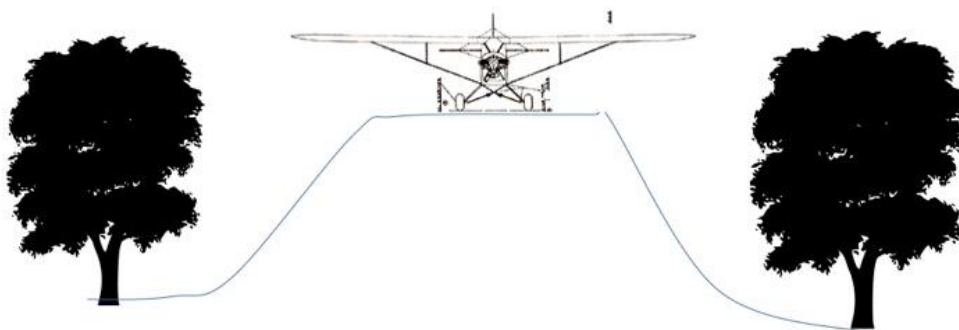
In back country and off airport flying route, winds, and destination are often something that cannot be planned in detail ahead of time - dangerously encouraging a "hop-in-and-go" attitude. However, if proactive planning cannot be used to increase mission safety, we must compensate with increased

planning, procedures, and training for those unexpected situations. After a brief lack of respect for the unexpected recently, I managed not to wreck an airplane - but just barely.

Some of the more challenging off airport landings in the Sacramento area are on the levee roads bounding the channels and delta. In the picture here I've stopped the Kitfox along one of these bucolic roads on a beautiful California summer day:



The levee roads are often long and straight and relatively smooth, so what makes them challenging? The levee roads are nearly as narrow as your landing gear, and what's hard to see in the picture is that the ground rolls off on each side in a nearly 45 degree slope down such that that narrow levee road is raised 10 to 20 feet above the surrounding terrain – it is after all, *a levee*. So it is best to stay centered on the road or disaster quickly ensues.



I had frequently landed on these levee roads – a delight and a thrill. Each time after the challenge of

staying centered on the strip in a Kitfox 2 which has nearly zero forward visibility on the ground I've thought: "why did I land here"? Additionally, the early Kitfox Model 2 design also has notoriously little rudder/elevator authority (later corrected by the Kitfox Model 4). Zero forward visibility and lack of directional control are certainly puckering factors but manageable until you combine them with a gusty cross wind.

Remember, accidents are usually the result of a cascade of contributing factors ultimately reaching an unsalvageable point. Our job is simple: recognize danger/failure factors, and break the chain before it breaks our planes.

This outing to the levee roads was going to be exciting. I flew out to meet up with a buddy who was already there. I spotted him late and dived down to land just beyond him atop the levee road. Already a few links in a potentially disastrous chain had been missed. Late and anxious not to keep my buddy waiting (get-there-itis), I swooped in to land. **One of the very first rules of off-airport landing is to drag the strip.** The equivalent in on-airport operations would be to check the airport facilities directory and NOTAMS to ensure the runway is both long enough and in good condition. Then as you approach the airport, you check AWOS or ATIS for local weather conditions that may affect landing. Dragging an off airport landing site achieves the same goals. As you fly low and slow along or just to the right of the intended landing site (so the left seat pilot can inspect the strip) you look for obstructions, landing site condition, and winds. Having cavalierly skipped dragging the strip and diving in for a landing, I had no clue of the 10-15mph cross wind. Worse, the raised aspect of the levee creates a venturi effect amplifying cross winds.

As I landed, the cross wind from the right pushed me off to the left, and then exacerbated the correction back to the right as the plane weathervaned into the wind. Now I was headed off the right side of the levee road (and down the slope to an ignominious end) because full rudder and full brake weren't enough to stop her. The left wheel had just run off the right side of the road, and the plane was banking more and more steeply to the right as the right wheel was headed

down the edge of the levee. Oddly this bank may have been a factor that saved me.

With the frightening sight of barreling down a 15-foot-high slope down into trees, I punched the power. The burst of thrust, p-factor, and full left brake full and left rudder somehow corrected and ground looped the Kitfox to a perfect stop on the center of the levee road in a cloud of dust. In the picture here you see the Kitfox has come to rest perfectly atop the levee. You can see the skidding track of the LEFT wheel as it almost departed the levee to the right. The left wheel track is visible because full break had it skidding along the dirt!

After the dust settled, inspection found no damage (except to my shorts). In fact, when I got out and met up with my buddy Alex, first thing he said was: "Wow - did you mean to do that? That was cool!" The maneuver was perhaps the only way to turn the plane around atop the levee without getting out. "Well no, I did not mean to do that!" Sadly, Alex (a Kitfox VLOGer of some note) didn't get video of it - but I'm also kind of glad. That landing was just plane stupid.



The nearly disastrous levee landing's dramatic correction and stop brings up an interesting point to all tail dragging pilots: GROUND LOOPS. While we are all frightened of their potential to rapidly escalate to catastrophic damage, they are a performance characteristic of taildraggers that can be VERY helpful. While it's a stretch to suggest I planned this, practiced use of the ground loop effect is important to really get a true feel for and take advantage of the taildragger. To practice ground loops, taxi your taildragger at a low speed and as you apply rudder in one direction or the other, get a feel for the increasing rapidity of the turn. Swinging the

tail out and around (in a controlled ground loop) is a common practice in parking taildraggers.

Anyways - taking off out of there was kind of hairy too. The gusty cross wind caught the right wing and lifted it, requiring full aileron deflection to climb out without upset. We flew off to Steamboat Landing for a nice chat, a bite to eat and a soda. Basic safety practices could have made my day significantly less exciting. Being in a rush led me to ignore a basic protocol for assessing unknown conditions. Importantly, I've regained my respect for the immediacy of the unexpected.

Happy and safe trails,  
Owen

If you'd like to see some of our levee landing adventures, check out these videos:

About 12 minutes into: <https://youtu.be/CeL-Bm2C5W4>

Or: <https://youtu.be/1a04UOGubxl>

## Ford Tri-Motor Coming to Sacramento CA

From March 21-24, the Ford Tri-Motor was at Sacramento Executive Airport. This historic plane gave rides to members of the Sacramento community. Whether flying the Tri-Motor is your first flight or your hundredth, it would be a unique and enjoyable experience. Yesterday was my first time flying the Tri-Motor. I have flown over Sacramento countless times before in my own plane as part of my flight training, but nothing compares to seeing the city from the Ford.

The Ford Tri-Motor was designed in 1925 by the Ford Motor Company as a civil air unit but also had military applications. Only 199 Tri-Motors were made in total until production stopped in 1933. The one that is coming to our airport has traveled around the United States offering display and rides. It also served as a private plane in South America before returning to America.

We here at Chapter 52 are proud to call sponsorship of the Ford Tri-Motor. Its visit to our chapter not only provides a fun and cultural experience, but also helps raise money for our chapter's programs.





# Photos from the Tri-Motor



## March Potluck Meeting

For our March general meeting we had a great turnout for our potluck to celebrate the Tri-Motor coming to Sacramento.



## APRIL

3 April Aviation & Aerospace Day  
@ State Capital  
9 April, Board Meeting  
14 APRIL, Pancake Breakfast DWA  
30 April, Gen Meeting

## MAY

12 May, Pancake Breakfast  
?? Positive Altitude  
14 May, Board Meeting  
28 May, Gen Meeting

## JUNE

9 June, Pancake Breakfast  
21-22 AOPA Fly-in @ KLVK  
27 June, Gen Meeting

## JULY

14 JULY, Pancake Breakfast DWA  
9 JULY, Board Meeting, 19:00  
No Gen Meeting

## AUGUST

11 AUG, Pancake Breakfast DWA  
13 Aug, Board Meeting  
27 August, Gen Meeting

## SEPTEMBER

8 SEPT, Pancake Breakfast DWA  
10 SEPT, Board Meeting,  
24 Sept, General Meeting

## OCTOBER

3-6 OCT Capital Airshow MHR  
8 Oct, Board Meeting  
13 Oct, Pancake Breakfast DWA  
29 OCT, Pot Luck Dinner

## NOVEMBER

12 Nov, Board Meeting  
26 Nov, Gen Meeting, Election

## December

7 Dec, Christmas Party  
10 Dec, Board Meeting

President Name: Gill Wright

Vice President Bill Cox

Secretary Name: William Wheelock

Treasurer: Todd Ballou

Web Editor Name: Lynn Heffelfinger

Eagle Flight Leader Name: Robert Anderson

Membership Coordinator Name: Harold Pischke

Coordinator Name: Patrick Smith

Technical Counselor Name: Richard Stockton

Technical Counselor Name: Edward Martinson

Flight Advisors Name: Richard Stockton

Flight Advisors Name: Bill Cox

IMC Coordinator Name: Bill Cox

Scholarship Coordinator: Owen Hughes

Wing Flap Editors: Thom, Carson, Cedric.