

Official Publication of the
Mishawaka Air Activities, Inc.

Mishawaka Air Activities provides affordable well-maintained single engine aircraft and supports the development of piloting skills, for the enjoyment of its members and families.

MAA Officers

President	Jack Limberg
Vice. Pres.	Ron Powell
Secretary	Roger Mills
Treasurer	Ray Saunders
Maintenance Officer	Sammy Sirhan
Safety Officer	Brian Hall

Aircraft Captains

739UF	Mark Jenkins
739UE	Tonya McDonald Waugh
739UM	Ron Lusk
737PV	Mike Wolf
6750M	Ron Powell
5028S	Dave Pixey

Meeting Times

Mishawaka Pilots Club	
1st Thursday	7 p.m.
Mishawaka Air Activities	
3rd Thursday	7 p.m.

March 2005

Insurance Report

J. Limberg has not received any ideas about how to lower our insurance cost or become "self insured" from the report and request last month. He has made a list from the committee meeting and some ideas or email comments from other clubs at various locations in the U.S. The Insurance Committee is to prepare a recommendation to be presented to the members for approval or rejection in the few months. If the members reject the recommendation, another committee will have to take over this activity or it will be dropped. Members should think about this and provide ideas and/or questions in the mean time so it will not be belabored later.

M. Juel reported that our insurance agent would be at the March 17 meeting to answer members' questions. Our 2005 insurance cost was increased by \$1651 over last year. The Board will make a recommendation at the March meeting on how to cover this increase.

Safety Measures

Per our By-Laws, "The Safety Officer shall be responsible for developing and implementing a safety program for the Corporation and its members and other safety activities deemed necessary by the Board of Directors". The Board has been discussing this for some time and it has been decided that Brian Hall (Safety Officer) will be allowed to "lock out" members from the scheduling system who are not "current". There are some members who either have left their BFR and/or Medical expire or have not informed the Members Accounts

Treasurer of a renewal. Therefore, if a member does not have a current BFR and Medical information in our database by the end of March, they will be "locked out" of the scheduling system and not allowed to fly an MAA airplane until becoming current. Brian will also prepare a set of written criteria defining "currency" requirements, including the above and a time period of not flying, where the use of MAA airplanes will not be allowed until a CFI check ride is accomplished to demonstrate adequate proficiency. Everyone is required to inform the Treasurer of a new BFR and Medical date in a timely manner so it can be put into the database. Brian is intending to review this every month.

Member Milestones

Welcome to the following new members: Dick McCloskey (Private Pilot with Instrument Rating – Jack Limberg sponsor and Brad DeVault (Student) – Bobby Edgin sponsor. Congratulations to Allan Blunt who soloed on February 19, 2005.

Other Items

1) MPC dues are past due. Several MPC members have not paid them yet. They are requested to send in their checks before the March MPC meeting when what to do about non-paying members will be discussed.

2) PV engine replacement is in process. It should be back in service by the time this is mailed and if not it will be soon per our mechanic's report.

Aviation Safety Magazine Article

For many pilots, wing flaps are those things we only use in the pattern; we

deploy them at regular intervals when the airspeed is in the white arc as we fly a traffic pattern. Some airplanes require their use on takeoff, or for maximum-performance on less-than-ideal runways. Unless a pilot understands the characteristics and how to use the flaps properly, bad things can happen. No matter which type of flap is installed on the airplane you fly, they work to increase lift and/or drag for any given angle of attack allowing a compromise between high cruising speed and low landing speed, because they may be extended when needed and retracted when not needed. Few airplanes' limitations prohibit using flaps on takeoff, but it's not always a good idea. The POH for a 1978 172N, says, "Normal and short-field takeoffs are performed with flaps up." That same POH goes on to note that no more than 10 degrees of flaps maybe used for takeoffs from soft or rough fields at an airspeed "approximately" five knots lower than with flaps up. On the other hand, a pilot flying the Skyhawk's bigger brother, a 1977 182 Q Skylane, for example, would apply up to 20 degrees of flaps for both "normal" and for short/soft field operations. Therefore, the lesson we can draw for flaps extended for takeoff involves a close review of the published documentation for each airplane. Most of the time, you'll want to use full flaps for landing. You can deploy them in stages – 10 degrees on downwind, another 10 degrees on base and full flaps on short final – or all at once. Once you do, you're repositioning the wings' center of lift, usually aft. This change requires some nose-down elevator to prevent the airplane from getting too slow. Once the correct airspeed and power settings are set, trim off the control inputs and

(continued on back page)

land the airplane. Landing with full flaps in a crosswind can be challenging, especially when dealing with a high-wing airplane. Cessna's POH for the 172 N recommends using "the minimum flap setting required for the field length." For the inexperienced, this might mean no more than 20 degrees. Before you even deploy the flaps, you should be aware of any limitations imposed by the manufacturer. The most ubiquitous one is airspeed: flap-equipped airplanes have a white arch on their airspeed indicator denoting the speed range within which full flaps may be deployed. A common limitation of Cessna is that slips should not be performed with full flaps. Except that it's not a limitation. What Cessna's

POH for the 172 N actually says is that "steep slips should be avoided with flap setting greater than 20 degrees due to a slight tendency for the elevator to oscillate." As simple as most flap systems are, they can and do fail. Perhaps the most common failure is a bad motor or popped circuit breaker for electric flaps. When they fail in the retracted position, you're going to make a no-flap landing. Take a look at the POH emergency procedure just to make sure. The most onerous flap failure is a split-flap condition, in which one flap does not deploy to the same travel as the other. The result is a rolling moment—one wing is developing greater lift than the other. This situation demands aileron input to keep the wings

level and—depending on the airplane and condition—a higher landing speed to ensure control is maintained. The initial deployment of asymmetric flaps can be a surprise. For this reason, many instructors recommend only deploying flaps when straight and level—a steep turn near the ground is not a good place to find a split-flap condition. In many ways, flaps are the "Rodney Dangerfield" of control surfaces—they get no respect. However, a little understanding of how they work, coupled with the specific benefits of the type installed on your airplane and how the manufacturer thinks you should use them, will go a long way toward making your flying safer and more efficient. Let's be careful out there.