



# The Airventurers Flyer

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## Presidents Message

Perhaps you'll remember where I left off last month. It was the news of that pesky major engine work. I got the news, recovered from the emotional trauma, started the research for potential alternatives, and headed out of town for a couple of weeks.

The research lead to a lot of conversations with some of the most experienced IA's I've ever had the pleasure to talk to. I explained the situation, and each of the guys was thorough, detailed, gave lots of reasons for their recommendations and went through some of the various trade-offs.

But here's where things went a little sideways: every recommendation was different. In general, they covered all the bases from factory rebuilt to a top overhaul to fixing only what's broken (the Mike Busch approach). That gets me exactly ... wait for it ... nowhere.

Hold the phone. Hit the pause button. Re-group. Re-evaluate. I had to remind myself that the #1 goal is to do major engine work one, and only one, time. Make this the one major engine project I'll have to do. Given my age, how often we fly and the trips we take, how will the various recommendations fit? The factory rebuilt engine is right back at the top.

I was almost ready to pull the trigger, and a good friend asked "Did you talk to our buddy Jag?". One more phone call.

Jag never really talked about what he did for a living, other than being an A&P wrenching on airplanes. I've known him for more than 40 years and just found out exactly what he did. For 25 years he was responsible for engine maintenance for a major cargo operator with 200 airplanes in their piston fleet. On hearing the story, all his experience led him to a completely different suggestion.

They typically planned on 50 engines a year. He had gone the rebuilt route on both Continental and Lycoming, and had a variety of problems with both. He eventually found the right mix of parts, and above all, the right shop. With this mix, their maintenance budget dropped and they typically had engines go to TBO with no cylinders needed. Bingo.

In a nutshell, he said "do an overhaul", and he gave me a specific list of new parts to use and the name of a shop he had worked with for 20+ years.

Many of us have had an airplane or two for a long time. We all know mechanics who have worked on their clients' planes for years, becoming familiar with bolt and rivet. But of the people I've met in aviation, my friend Jag has a unique and valuable perspective, a true gem. And it made my decision gloriously crystal clear.

I made the phone call to the overhaul shop, mentioned Jag's name and the process is in the works. I'll let you know how it goes.

Tim Cashin, President

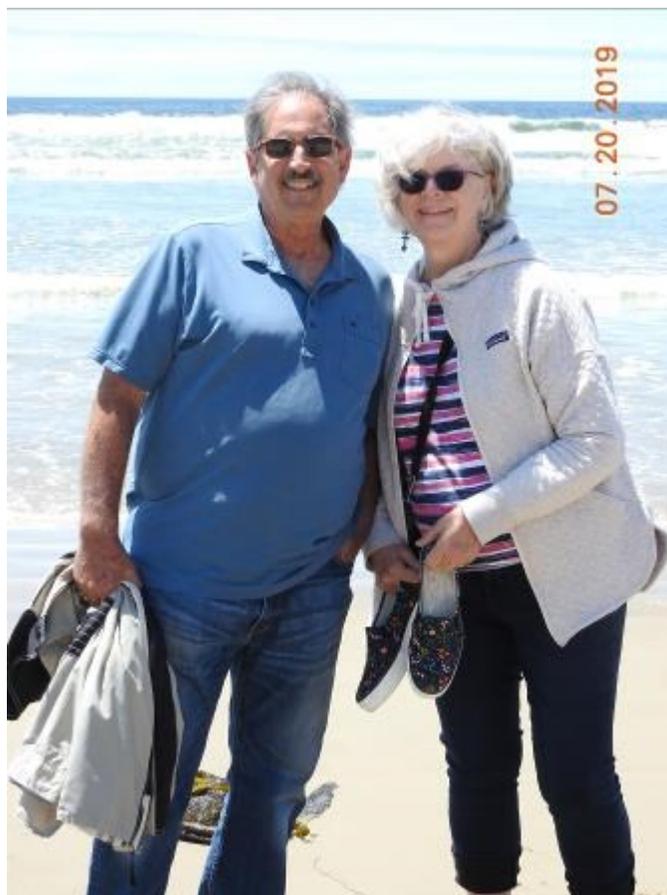
**BOARD MEETING**  
**Signature Aviation, VNY**  
**Saturday Aug. 31st**  
**10:00 am**  
**We Have Donuts**

# AIRVENTURERS APPLICANT CHECKLIST

DATE	APPLICANT	SPONSOR	FEE	DINNER MEETING		FLY-IN	
				co-host	add'l	co-host	add'l
2/16	Landi	Eisenberg	Y	Y	Y	Y	
12/16	Brend	Frangos	Y	Y	Y		Y
4/18	LaPook	Eisenberg	Y		Y		
5/18	Balady	Savage	Y		Y	Y	
5/18	Murthy	Eisenberg	Y		Y	Y	Y
5/18	Baines	Eisenberg	Y		Y	Y	
9/18	Frankel	Eisenberg	Y		Y		
2/17	Cavallaro		Y				Y

## LUNCH AT OCEANO, 7/20/19

Take a look at these pictures—not a cloud in the sky when we got to Oceano, and the air was so smooth, it felt like the airplane was on a train track! And the food was great. You should've been there!



# IT'S PICNIC TIME

SATURDAY, August 10th

11:00 – 3:00

**FREE**dom Park, Camarillo

Flying In? **Park at the Waypoint** and call 805-218-1718...someone will come pick you up. This is an all-you-can-eat extravaganza. Bring your kids, grand-kids, friends and dogs! Everybody's welcome as long as you **RSVP**, and it's **FREE!**

Tony Samojan is running this, and he doesn't skimp.

**THE PICNIC WILL BE CATERED** by the **STONEFIRE GRILL**, so **YOU MUST**

## **RSVP**

**RSVP** at [Airventurers.org](http://Airventurers.org) or to

[mrifkin397@aol.com](mailto:mrifkin397@aol.com)

**AND DID I MENTION THAT IT'S FREE?**



# THE SEPT. 14th DINNER MEETING

# FIESTA

margaritas by  
Yoni

at Casa de Rifkin

29630 Ridgeway Dr., Agoura Hills

ALL-YOU-CAN-EAT MENU

INCLUDES:

SALAD (no xtra chg 4 worms)

CHICKEN TACOS

BEEF TACOS

CARNITAS TACOS

RICE & BEANS

ALL THE FIXIN'S

DESSERT & DRINKS

\$10/PERSON CASH OR CHECK

\$10.55 /PERSON CREDIT CARD

**The Taco Guy is Cooking, so You  
Must**

**R.S.V.P.—No Last Minute**

**Walk-Ins, Please**

818-706-6041 or [judyrifkin1@charter.net](mailto:judyrifkin1@charter.net) or at  
[Airventurers.org](http://Airventurers.org)



Got a guitar or other music  
maker? Bring it!

Got pictures to share?  
Bring 'em!

**NO SKINNY-DIPPING**  
(bring suit/towel)

# Airventurers Yellowstone Fly-In

Hosts Tim and Toni Cashin and Jerry and Jenifer Abramson invite you to the September Fly-in to Yellowstone National Park!

The trip is scheduled for September 6 – 9, just after the end of the tourist season and before winter weather sets in (we hope).



We'll arrive at Bozeman Yellowstone International Airport (KBZN) on Friday, Sept. 6. Friday evening dinner will be at Tim and Toni's home. Early Saturday morning we'll be picked up at the hotel by our tour company to begin our two-day loop through Yellowstone. The first day will focus on wild life in the park and the spectacular scenery. Saturday night, we'll be just outside the park in Silver Gate in very nice cabins.

On Sunday we head to the parks lower loop and all the amazing geology: Old Faithful, the geyser basins, the rainbow-colored hot springs, acres of steam vents and finally, the northbound return to Bozeman.



Schedule: Arrive Friday, Sept. 6, spend Saturday and Sunday in the park, return to Bozeman Sunday night, depart Monday, Sept. 9.

Availability: We're in one 12-passenger vehicle. One seat is taken by the driver/guide, making the number of seats is limited to 11. There are 7 seats currently available. Hotel rooms are reserved.

Cost: \$1275 per couple, \$648 per person for single people sharing a room. Please let us know if you need a different variation. (Credit Card charges are \$1313.39 and \$667.66) We need 50% deposit now to reserve your spot, with the remainder by August 1<sup>st</sup>.

What's Included: 3 nights lodging, the tour itself along with the gratuity, breakfast at the hotel in Bozeman for two nights, breakfast and lunch Saturday on the tour.

What's NOT Included: Overnight tie-downs at KBZN, Saturday night dinner, all meals Sunday.

Important Details: On the tour, we have to pack light due to very limited cargo space in the van. We're talking a warm jacket, hat, gloves, a change of underwear and a toothbrush. No, really. Cameras are welcome. Bring your National Park Senior Pass!

Contact: Tim & Toni Cashin or Jerry & Jenifer Abramson with any questions.

Tim: 310-968-2633

Jerry: 805-527-1665

ONLY  
1  
SPOT  
LEFT

## SAFETY - MAKE BETTER LANDINGS

A good landing starts with good planning and a good pattern. Your standard entry, of course, is a 45 degree (ground track) entry to the midpoint of the downwind leg. If operating at a towered airport, you'll have to comply with ATC instructions and be prepared for something non-standard. In the event you're approaching the airport from the opposite side of the runway, it would also be acceptable to enter on a midfield crosswind at pattern altitude.

Establish the aircraft on downwind with the aircraft trimmed for level flight at the recommended speed and configuration. The recommended downwind speed in any aircraft should allow you to make adjustments in speed for spacing if the pattern is busy.

After beginning your descent abeam the designated touchdown point (always choose a touchdown point for consistent landings), make the appropriate configuration, speed and trim changes. Turn your base leg when the intended touchdown point is approximately 45 degrees behind the wing. The turn from downwind to base will likely be more than 90 degrees if any wind is present. The turn of more than 90 degrees will ensure you maintain a constant distance from the runway by crabbing into the wind – to avoid drifting.

The 45 degree point is a critical position for consistent landings because you're close enough to ensure the airport is made in the event of an engine failure, but also have enough room to fine-tune your descent. As stable and fine-tuned as you can possibly be prior to your turn to final, the more likelihood of a good landing.

If you appear to be too low, make a shallow turn to final. If you appear to be high, delay the turn and make a medium-banked turn to final to sacrifice more vertical lift. While varying the bank angle to compensate for altitude on base leg is perfectly acceptable and necessary for consistent landings, remember, the goal is always to roll out on final with the airplane on the extended centerline. Rest easy; this takes practice to develop awareness of the proper visual cues.

Your final glide path should remain constant to landing with consistent airspeed. Now, the wind variable – the stronger the wind, the slower the rate of descent needed to maintain a constant glide path and vice versa with less wind, but airspeed does not change. To increase the rate of descent while maintaining airspeed, decrease power. To decrease the rate of descent while maintaining airspeed (stronger headwind), increase power. But remember, all power changes require a pitch change and all pitch changes will require a power change. This fine-tuning should be just that. If you're forced to make large power and therefore, pitch changes, or they happen to be self-induced (which will happen to all of us), it's time to go-around.

### AIMING POINT

After turning final it's now time to focus on your **aiming point** to ensure your designated touchdown point will be made – the aiming point is NOT the intended touchdown point, it's strictly for reference and is where the descent path visually intersects the runway. It will be located in front of your touchdown point as you will travel forward during the flare. Theoretically, if you were to not flare the aircraft, the aiming point is where the aircraft would meet the runway. The aiming point does not move – the distance between the aiming point and horizon will remain constant. This fundamental concept of aiming point and its relationship to touchdown point is critical to your mastery of landings.

The aiming point can be between lights or a particular spot on the runway. During the approach, align the aiming point with a place on the windshield. If the point stays on the same spot on the window, then you're maintaining a constant glide path. If the aiming point moves down on the window, then you're drifting above the glide path and will likely overshoot. If the aiming point moves up on the window, you're below the appropriate glide path and may undershoot. Additional pitch and power changes will be necessary if you experience any movement of the aiming point.

The flare or round-out should be started 10-20' above the runway. As you approach the runway and begin to slow by increasing pitch, gradually decrease power. As the airplane slows, shorten your focus. In the beginning of the flare, you are trading airspeed for altitude in the form of a shallower rate of descent. By increasing the pitch, descent rate is

*(Continued on page 7)*

(Continued from page 6)

slowed so that you can allow the airplane to settle. Back pressure, however, will need to continue to increase until there is no more airspeed to trade. At this point the airplane will settle to the ground as the airplane wings stall... ideally, the same time full back elevator is reached.

Landings are a delicate exercise in energy management. We rightfully tend to focus on the danger of mismanagement in the slow direction, but high speed can be just as harmful...it is mismanagement in the high-speed direction that often leads to sloppy base to final turns resulting in cross-controlled situations at low altitudes. Precision should be the goal.

### **PRACTICE, PRACTICE, PRACTICE**

Finally, a word on practice. You can't practice anything effectively unless you have goals and a method to measure progress. In terms of making more consistent landings, this means examining your landings with a critical eye. Some things to consider:

- Speed – are your pattern speeds correct and consistent through all legs
- Aiming & Touchdown points – are you maintaining the discipline to select aiming and touchdown points for every landing and making those touchdown points
- Flare & Touchdown – are you appropriately trading airspeed for altitude in the form of a shallower descent in the flare and touching down as the wings stall
- Runway alignment – are you on center line with the longitudinal axis parallel to the runway
- Go-Arounds – are you following your own rules for a stable approach and executing a go-around when appropriate.
- Judge your improvement on the quality of your “bad” landings. And practice under a variety of conditions (wind, configuration, time of day, etc.) to better hone your visual cues and mastery of the airplane.

**Claudio Losacco, Safety Officer. Condensed and reprinted for educational purposes. The original article can be found here: <https://studentpilotnews.com>**

#### **FYI**

Anyone with older radios/electronics will be happy to hear that **MIKES'S AVIONICS** is back in business. His contact information is Mike Wegner, 654 E. Highline Dr., Star Valley, AZ 85541. Phone is 928-474-5562, [mikesavionics.com](http://mikesavionics.com)

According to Don Eisenberg, Mike has a huge backlog of parts and can fix anything.

#### **ROSTER CORRECTION:**

The correct phone number for Mark Cheer is 661-593-0942

#### **IMPORTANT DATES IN...**

August	
10	Club Picnic
31	Board Meeting
September	
6	Yellowstone
14	Fiesta
28	Board Meeting
October	
TBA	Lunch—Santa Ynez
20	Dinner Meeting
26	Board Meeting