



Photo © Mike Likavec. Used with permission.



EAA Chapter 231

Richmond, VA

Chapter Newsletter-Sep 2014



Officers:

President Emeritus:

- Ron Van Sickle

President:

- Brutus Russell

Vice President:

- Tom Tyndall

Treasurer:

- Doug Hanson

Secretary:

- Dee Whittington

Directors:

- Ron VanSickle

- Cliff Martin

Young Eagles Chair

- Barry Toole

Editor:

- Dave Wilson

In This Issue

We present some websites to visit. Also an article on soaring—that's flying with no engine to you power guys and gals—by Tom Tyndall is included. Our September meeting topic is about engines. See you there.

Topics: September Meeting

September's program will include a discussion of the Corvair engine for aircraft use. Anyone with info, please be prepared to participate. We also plan to show the monthly EAA video. Come and join us.

Have a Great Labor Day!

Next Meeting

Where: RIC Aviation Museum
When: Sept. 12, 2014
Time: 7:30P



This is a great article from Tom Tyndall on flying with no engine. Thanks Tom

Tom says...

I spent last Sat. weighing a Phoebus A1 sailplane for a member of Merlin Soaring Association. After sitting down at the computer to read thru my emails that evening I noticed an article by a "power" pilot describing his experience becoming a glider pilot. I did some research and (re)discovered that it is rather easy to add a glider rating to a Private or higher FAA certificate. To meet the requirements for the Private glider flight test you need endorsements for the items in FAR 61.105 which include:

1. Accident reporting requirements of the NTSB, and FAR's applicable to glider pilot privileges, limitations, and flight operations.
2. Glider navigation, including the use of aeronautical charts and magnetic compass.
3. Recognition of weather situations of concern to the glider pilot, and the procurement of aeronautical weather reports and forecasts.
4. The safe and efficient operations of gliders, including ground and aero-tow procedures, signals, and safety precautions.

FAR Part 61.107 lists the flight instruction required to be logged from an authorized Flight instructor.

- Preflight operations, including line inspection.
- Ground tow or aero-tow.
- Precision maneuvering, including steep turns and spirals in both directions.
- The correct use of critical sailplane performance speeds.
- Flight at critically slow airspeeds, and the recognition of and recovery from imminent and full stalls entered from straight and turning flight.
- Accuracy approaches and landings with the nose of the glider stopping short of and within 200 feet of a line or mark.

Prior to solo flight FAR 61.87 requires the instructor to:

1. Review FAR Part 91
2. Take you thru flight preparation procedures (preflight, towline rigging, signals, release procedures)
3. Tow method (winch, auto, aero)
4. Straight glides, turns and spirals
5. Flight at minimum control speed, stall recognition and recoveries
6. Traffic patterns, including collision avoidance precautions
7. Normal landings

As a rated Power Pilot, you need forty hours of combined flight time in single engine airplanes and gliders, including 10 solo glider flights during which 360 degree turns were made. No written test is required if you hold a fixed wing rating and are applying for a glider rating equal to or less than your power rating.

Sailplanes offer many different challenges and experiences that powered aircraft do not. The quiet in the cockpit – no engine noise, no intercom, only wind – adverse yaw due to the long wings, the final approach really is just that; there is no go-around, the multiple types of take-offs available, the social aspect – you cannot fly a true sailplane without a crew to assist you – and you do not need an FAA medical to fly one.

We are fortunate to have Merlin Soaring Association nearby. Check them out the next time you want to try something new. One other thing; if you have or know a young person who may be interested – you can solo a sailplane at 14 years of age.

Note from Editor:

Thanks Tom. As a glider pilot with not many hours you learn two important things about soaring: energy management and stick and rudder skills. Great books have been written on soaring. I have some for loan and also a few soaring videos on VHS tape (remember that?) that are enjoyable. Unfortunately the best soaring on the east coast, in my view, is at Tom Knauff's place in Pennsylvania. Soaring the western edge of the Appalachians doesn't get much better. Dave Wilson



EAA Chapter 231
Richmond, VA

Next are a few of the websites I use to keep up to date on aviation news. Of course, EAA is at the top of the list. The following sites can be configured to send information direct to your e-mail account. All you need to do is go on their website and sign-up. If you have others that you enjoy, please let the editor know so they may be published in the newsletter. Thanks.

[View this email in your browser](#)



TSO-C80 Fuel Cells, Licensed Repairs

(800) 647-6148 - Memphis, TN



the **Pulse** of aviation

From the editors of
GENERAL AVIATION NEWS

In today's edition:

- [Ask Paul: The oil filter debate continues](#)
- [Video: Skip Stewart in Action](#)

This site provides you with a daily news update of what is happening in aviation.

Link: www.generalaviationnews.com



This site can be configured to let you know what is happening in your area of flying on a weekly basis.

Link: www.socialflight.com



www.231.eaachapter.org



EAA Chapter 231
Richmond, VA



Kit Planes Portal

KITPLANES has created this new monthly newsletter. Take a look.

Link: <http://tinyurl.com/nsfzlt4>