



Photo © Mike Likavec. Used with permission.



# EAA Chapter 231

Richmond, VA

[www.231.eaachapter.org](http://www.231.eaachapter.org)



## Chapter Newsletter-Mar 2015

### 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 have a couple of photos from the annual dinner provided by Dee. Also, a couple of articles are provided by Tom Tyndall. Thanks Tom. Dee also shares with us his plane ride to check out Shannon's new airport facilities.

### Topics: Mar Meeting

This month's meeting will present the monthly EAA video and then a discussion on using the Corvair engine for aircraft use will be presented.. Also, the Festival of Flight situation will be reviewed.

### A New Ball Cap?

If you are interested in obtaining an EAA231 ball cap, let us know so that we can place a significant order.

### Mar Meeting

March 10, 2015-Tuesday  
Time: 7:30P  
Where: RIC Aviation Museum  
Topic: Corvair Engine



### Photos from the Annual EAA 231 Dinner

The photos are provided by Dee. He states that about 18 attended the dinner on Feb. 24.



Dee Whittington, Tom Tyn dall, Barry Toole and Doug Hanson receive chapter awards for their service in 2014 from club president Brutus Russell



Brutus Russell presents to Barry Toole a plaque for his work as Young Eagles Co-ordinator



Article provided by Tom Tyndall

**Condensed from FEB 2015 EXPERIMENTER**

The Curtis fuel drains are commonly used on gascolators and fuel tank drains on many General Aviation aircraft.

Some interesting facts:

When they leak it is usually a piece of dirt or debris stuck in the seal. If opening the valve all the way and letting fuel wash out the debris doesn't help, you can try putting a blast of compressed air backwards thru the valve. Be careful if you do this – MAKE SURE you remove the fuel tank cap. Otherwise you might over-pressurize the tank and burst it.

If you cannot stop the drain from leaking, the next step is to remove it. It cannot be repaired. The seal in it is P shaped and is not available for purchase. Some people have used a small "O" ring, but that is not legal. Another thing to keep in mind is the manufacturer has established a 10 year life limit for the valve.

The easiest way to remove it is to cut off the crossbar arms ( a Dremel type tool works well ) and use a deep 6 point socket. Install it with an appropriate thread sealant and lightly torque. Put fuel in the tank and see if it leaks. If so tighten enough to stop the leak.

---



Article also provided by Tom Tyndall

### **Pre-Solo Flight Training**

How long did it take you to solo? I had read a lot of WWII aviation books and they all said a trainee was expected to solo in 8 hours or was in danger of being washed out of pilot training and made a Navigator/ Bombadier/Gunner. My first instructor was a retired USAF fighter pilot and he taught the way he learned. He yelled ( no intercom ) and slapped my hands when I did something not so smart. When I landed after my three solo take-offs and landings I had 8.2 hours.

In today's training world that cannot happen. FAR 61.87 lists 15 maneuvers that a student must be taught prior to that first solo flight around the pattern. ( The instructor must have a record that documents the training. )

The tasks for single engine aircraft are:

1. Flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems.
2. Taxiing or surface operations, including run-ups.
3. Takeoffs and landings, including normal and crosswind.
4. Straight-and-level flight and turns in both directions.
5. Climbs and climbing turns.
6. Airport traffic patterns, including entry and departure procedures.
7. Collision avoidance and wake turbulence avoidance.
8. Descents, with and without turns, using high and low drag configurations.
9. Flight at various airspeeds, from cruise to slow flight.
10. Stall entries from various flight attitudes and power combinations, both with recovery initiated at the first indication of a stall and recovery from a full stall.
11. Emergency procedures and equipment malfunctions.
12. Ground reference maneuvers.
13. Approaches to a landing area with simulated engine malfunctions.
14. Slips to a landing.
15. Go-arounds.

( Other aircraft have different lists, specific to the type. And this is just the beginning. There are 12 tasks listed to learn before the first solo cross-country. )

There is also a requirement in FAR 61-87 for the student pilot to complete a written test on the appropriate sections of FAR parts 61 and 91. Airspace rules and procedures where the solo flight will take place must be covered, as well as the flight characteristics and operating limitations of the airplane to be flown. The instructor who gave the test will review and correct all incorrect answers before authorizing that student for solo flight. This must take place for each different aircraft the student will solo.

These are minimum requirements. Most students require practice to become proficient enough for safe solo flight and 8 hours is not enough to learn everything that is required. The average seems to be around 20 hours. ( The national average for a Sport Pilot certificate is 35-40 hours and a Private Pilot certificate is 70-75 hours. )

Please remember this when someone asks you “ How long does it take to learn to fly?”



## Article and photos by Dee

Mike Likavec, my partner in the 172M, shown below, and I enjoyed our short flight to Shannon to try the new Robin's Nest Cafe. As you can see from the photos, the place is brand, spanking new, clean as a whistle and very attractive. Not an extensive menu, but sufficient. Leslie, the waiter/cook takes orders and if it is something how, heats it up. The food is all pre-prepared, but of high quality ingredients. The web site for Shannon Airport also has information and photos of the new Robin's Nest Cafe. <http://www.shannonezf.com/> Also, a complete menu is on the web site: <http://www.shannonezf.com/the-robin-s-nest-cafe-.html> as well as prices for fuel, oil, parking overnight, etc. The new owner of the airport, has obviously spent a lot of money not only on the terminal building, but in paving the ramp, and making many improvements. I'd urge EAA 231 members to fly, or drive up and help support this wonderful transformation. And don't forget to have your Virginia Aviation Ambassador booklet stamped as well.

