

# Experimental Aircraft Association



Chapter 23



Salt Lake City, Utah

## APRIL 2009 NEWSLETTER

### Minutes of Last Meeting

**Saturday 14<sup>th</sup> March** - The chapter meeting was held at Bill Letcher's hanger. Danny Sorenson talked about flight testing, and Glen Olsen and Doug Benson demonstrated how to open and examine an oil filter.

### Next Meetings

**Saturday 11<sup>th</sup> April** - 9:00a Chapter Meeting at Bill Letcher's hanger again. We'll have a 9:00am pancake breakfast before the 10:00am meeting.

**Saturday 9<sup>th</sup> May** - Chapter Meeting

**Saturday, 13<sup>th</sup> June** - Chapter Meeting

### Upcoming Events

- **April 21<sup>st</sup> - 26<sup>th</sup> - Sun-n-Fun Fly-In**  
For info see [www.sun-n-fun.org](http://www.sun-n-fun.org)
- **May 29<sup>th</sup> - 31<sup>st</sup> B17 to Ogden**  
For info see [www.b17.org](http://www.b17.org)
- **June 12<sup>th</sup> -14<sup>th</sup> - Thorp T-18 Gathering of Tigers**  
South Valley Regional (Formerly SLC #2)  
For info see [www.t18.net/events.htm](http://www.t18.net/events.htm)
- **June 12<sup>th</sup> - 14<sup>th</sup> - Golden West Regional Fly-In**  
For info see [www.goldenwestflyin.org](http://www.goldenwestflyin.org)
- **Air Academy**  
Young Eagles Camp - Ages 12 and 13  
Session 1: June 15 - 19, 2009  
Session 2: June 21 - 25, 2009  
Fee: \$675 for non-EAA member  
Fee: \$600 for EAA member, or member in family.  
Basic Camp - Ages 14 - 15  
Session 1: June 27 - July 2, 2009  
Session 2: July 6 - July 11, 2009  
Session 3: July 13 - July 18, 2009  
Fee: \$875 for non-EAA members  
Fee: \$800 for EAA member, or member in family.  
Advanced Camp - Ages 16, 17 and 18  
Session 1: July 21 - 29, 2009  
Session 2: July 31 - August 8, 2009  
Fee: \$1,075 for non-EAA member  
Fee: \$1,000 for EAA member, or member in family.  
Applications and scholarship information:

[www.young eagles.org/programs/airacademy/](http://www.young eagles.org/programs/airacademy/)

- **July 8<sup>th</sup> - 12<sup>th</sup> - Northwest EAA Fly-In**  
For info see [www.nweaa.org](http://www.nweaa.org)
- **July 27<sup>th</sup> - August 2<sup>nd</sup> - AirVenture**  
For info see [www.airventure.org](http://www.airventure.org)
- **August 22<sup>nd</sup> & 23<sup>rd</sup> Rocky Mountain Regional Fly-In**  
For info see [www.rmrfi.org](http://www.rmrfi.org)
- **October 22<sup>nd</sup> - 25<sup>th</sup> - Copperstate EAA Regional Fly-In**  
For info see [www.copperstate.org](http://www.copperstate.org)

### Articles

#### Presidents Message

Another month has gone by, spring is here and summer is just around the corner. We are looking forward to warmer weather.

Last month we flew Young Eagles at Mesquite. It was a blast. There were between 80 and a 100 of them. We were all a bunch of yo-yo's. Up and down, up and down. The kids all seemed very appreciative of the flights. For a lot of them it was their first time in any kind of airplane. Some loved it, some were scared all the time they were flying.

It all went well for Dana and I until Sunday morning when we tried to leave and found we had a flat tire on the right main gear. Taking the wheel pant off and pumping it up was lots of fun. Could not find a leak and took off, then landed at Skypark with a flat tire. Lots of fun.

We have now had our first Saturday meeting. It went very well. We had more attendees than we have ever had and ten new people.

This meeting we will have our first fly-in breakfast and social get together. Dana and I are looking forward to it. The menu will be somewhat limited because it is the first one. We think the menu will grow much larger as we progress. At this point it will be pancakes, hash browns, sausage and drinks.

Prior to this meeting Dana and I are flying to Monument Valley. They have a landing strip and hotel with a view of Monument Valley. Then onto Page AZ. And breakfast at Wahweep. Weather permitting. Will write in our next news letter of our experience there. Hope it is great fun.

Looking forward to seeing all of you at the next meeting. Included a picture of the airplanes at the last meeting.  
Bill



**Risk Management - Consider the Unique Risks Faced for Each Flight**

From the FAASafety News  
<http://www.faasafety.gov/hottopics.aspx?id=63>

In industry, risk management is the practice of identifying risks that have a high probability of occurring and/or have a high consequence if they do occur. Strategies are then developed for minimizing those risks. In aviation, it's up to us to become risk management experts. Fully 80 percent of accidents are the result of pilot error, so it's clear that we can improve our own personal safety by managing risks and avoiding pilot errors.

One high-probability risk is night flight. Although less than 5 percent of personal flying is done at night, fully 21 percent of all fatal accidents occur at night. To avoid this high-probability risk, pilots can minimize night flights or become extremely well educated about the unique hazards they face at night. An example of a high-consequence activity is inadvertently flying into a cloud, because fully 90 percent of VFR into IMC accidents are fatal. When pilots make sure that they never fly into a cloud, except when on an IFR flight plan, they can avoid this high-consequence risk.

Rather than consider every possible risk before flight, I take time to consider the unique risks posed by that flight. Invariably, those risks vary depending on conditions. For example, on one recent flight, a student and I concluded that the greatest risk posed was from nearby rain that might reach the airport before we returned from a training flight. To mitigate that risk, we identified an alternate airport to which we could return and we monitored the precipitation during the flight using NEXRAD radar on our G1000-equipped aircraft.

On another training flight, the weather was perfect. In that case, the student pilot and I identified that the biggest risk was violating the Class B airspace or the noise abatement procedures at our destination, located next to the San Francisco International Airport. Thus, we carefully reviewed all airspace and noise abatement rules and selected a cruising altitude that minimized the chance of an incursion.

You may face a wide range of potential risks on any flight, and you should be creative about teasing them out and then mitigating them. A few possibilities of risk are changing

weather, flying at night in a poorly lit area, flying over mountainous terrain, experiencing fuel exhaustion, flying an aircraft with which you lack familiarity, flying with little recent experience, and flying when fatigued. Dozens of other risks are possible, and you should develop a plan for mitigating each risk. Mitigation plans might include delaying or canceling a flight, getting additional dual instruction, or bringing along a more experienced pilot or CFI on the trip.

Become a risk management expert and, before each flight, take the time to clearly identify the greatest risks you face on the flight and then take steps to mitigate those risks. Remember, the life you save may be your own.

The FAASafety has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at [www.maxtrescott.com](http://www.maxtrescott.com) and [www.g1000book.com](http://www.g1000book.com) or e-mail him at [info@sjflight.com](mailto:info@sjflight.com).

**Classifieds** (usually run for 2 newsletters)

*April Ads*

**Rotax 503 for Sale**

A Rotax 503 with 2.58 "B" Reduction Box and pull starter is for sale. Recently rebuilt by Frank May Ski-Doo, it has new crank, pistons, and bearings, but no carburetors, or exhaust system. Asking \$2,200, call Steve Smith 801-589-9054.

*March Ads*

**ICOM IC-A210 for Sale**

I have a new (Still in the Box) Icom IC-A210 Transceiver, that I want to sell. I am asking \$1,000.00 for the unit, so if any one is interested they can call me at home 908-7955 (evenings) or Cell 870-4206 anytime.  
 Rod Marshall

**Hanger Space for Rent**

I have a twin hanger at SL No.II. I have space available for one small plane up to about a 30 foot wingspan. Right now it's storing a Titan Tornado in one corner and I have had another Titan in there until last weekend. We would need to do a test fit with any prospects. I'm asking for \$180.00 per month.

Contact Leo Dyksman at 801-599-0399

**Chapter Officers**

**President**

Bill Letcher 949-8601 [wletcher@msn.com](mailto:wletcher@msn.com)

**Vice President**

Doug Benson 255-0954 [victoryroll1@msn.com](mailto:victoryroll1@msn.com)

**Secretary**

Chris Cosman 455-5655 [ccosman@comcast.net](mailto:ccosman@comcast.net)

**Treasurer**

Connie Cosman 455-5755 [crc91@comcast.net](mailto:crc91@comcast.net)

**Membership**

(vacant)

**EAA Flying Start**

Carl Wengle 571-6002

**Flight Advisors**

Norm Anderson 801-967-2222 norm@wings1.net

Doug Benson 255-0954

**Hall of Fame**

(vacant)

**Librarian**

(vacant)

**Program**

Glen Olsen 943-2931 acroduster2@hotmail.com

Shane Rosanova 451-2127 roundengines@yahoo.com

**EAA Young Eagles Coordinator**

Mike Guarino 801-571-8498 or 232-3430

**Assistant Coordinators**

Quinn Spencer 801-282-5071

Shane Rosanova 801-451-2127 roundengines@yahoo.com

**Safety Officer**

Steve Darton 801-971-1009

**Merchandise Sales**

Mark Leloudis 801-298-4300

**Technical Counselors**

Cory Bagley 801-277-0609

Mike Cosman 801-254-7310

Glen Olsen 801-943-2931

Danny Sorensen 801-295-6888

**Web Master**

Norm Anderson 801-967-2222 norm@wings1.net

**Newsletter Editor**

Tim Maher 801-927-7765 trmaher@gmail.com

**Reporting**

Terry Riedel 298-5213

Don Brock 968-1509

Shane Rosanova 451-2127

roundengines@yahoo.com

**CREDITS**

Thanks to our webpage sponsor:

Cyberwire Full Web Services

Telephone SLC 801-446-1220

Outside SLC 866-446-1220

[www.cyber-wire.com](http://www.cyber-wire.com)