

# Piedmont Aero Club

Volume 6, Issue 1

February 2017

## Letter from the President

Happy New Year to Everyone!

2017 is upon us and although it is cold and blustery outside, it will be great flying weather soon!

First, let me apologize for the late first newsletter of the year...Since we have a whole new board of directors coming in, we thought it might be prudent to actually have a meeting to discuss the upcoming year before publishing the newsletter. (In retrospect, the meeting would have been easier, had we been able to read about it, before we attended)

2017 has brought a lot of changes to the Piedmont Aero Club...There are new board officers, a new club airplane, and a list of new and fun activities for the year. We will start Beta testing a new system to keep members aware of "last minute" or "impromptu" flight that always seem to come up...Stay tuned for more on that!

### *3rd Class medical reform*

Some of the things that are new and exciting (at least to me) are the upcoming changes to the FAA's 3rd class medical rules, now called BasicMed. For the most part...The days of the 3rd class medical for Private pilots are gone.

Here are the highlights of the operations allowed under BasicMed, the new alternative to medical certification.

- A) Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)
- B) Flight rules: Day or night, VFR or IFR
- C) Passengers: Up to five passengers
- D) Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years (keyword there is PERSONAL physician)
- E) Altitude restriction: Up to 18,000 feet msl
- F) Airspeed limitation: 250 knots indicated airspeed
- G) Pilot limitation: Cannot operate for compensation or hire

### *Experimental Aviation*

For those of you that know me, you know that I am keen on the Experimental side of flying. For me it offers the latest and greatest that aviation has to offer without waiting decades and Ba-Zillions of dollars for the FAA to approve every aspect of everything.. The cockpit of my Lancair 360 is a prime example of what can be done for just few (relatively few) dollars. Here's a before and after pix of my cockpit.



Yes, that is a \$150 iPad on the left, driven by commercial off the shelf programming! There is so much more to talk about, but hey! I need to save some things for the next newsletter! Just remember...There are Old Pilots, and there are Bold Pilots...Then there's me.

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### *The Inadvertent Spin* *by Wes Parker*

In all my days of flying, I have never met another person that has done an inadvertent spin. I am the only person, that I know, that actually has. I have met plenty of people that have spun airplanes, but every one of them did it intentionally.

For me, the year was 1975, and I was in the US Coast Guard, and I was working toward my Private Pilot's license at the Ft Lewis Army Flying Club in Tacoma, Washington.

My first (and only) accidental spin was as a student pilot with 5-6 hrs total time, and I guess my instructor was trying to impress upon me exactly why I needed to hold more right rudder on a departure stall. I don't think he has any idea of how much of an impression that one event made on me as pilot.

It was a spring day in 1975, when we departed Ft Lewis Army Air Field (as it was known in those days) and we were flying someplace out over the Olympic National Forest. As I stated earlier, we were practicing departure stalls and I wasn't quite comprehending the true value of those pesky pedals, so my instructor told me to put my feet flat on the floor, and then perform the same departure stall, this time using only the ailerons for directional control. I gradually started a full power departure climb progressively increasing the pitch.... I added more and more right aileron to arrest the left turn resulting from P-factor. The airplane was drifting more and more to the left until, it bobbed for a moment and then snapped suddenly to the left. I was completely out of right aileron, and holding the control wheel as far as it would go....I don't remember for certain, but it seemed like we went inverted just before we were going straight down. All the while, I was holding full right aileron to stop the left turn.

I don't think my instructor was fully expecting the sudden spin that we entered. To me, everything happened so quickly, that it was all just a blurry memory. I do not remember any indication, buffet or warning of what was about to occur. It happens that fast. Your natural reaction to turn out of the spin with the ailerons will only make it worse.

My instructor quickly took the controls, and recovered the airplane, leaving me with a much greater respect for those pedals on the floor. The problem was... he also left me with a LOT more unanswered questions.

I went on to get my private license (with a lot of questions), and later, when I was working on my Commercial ticket, I came to understand spins better. (Yes, they still taught spins back then) Spins really grew on me.( the more of them that we did)...Left ones, right ones, steep turns with accelerated stalls in the middle. My instructor would actually have me enter the spin, complete a given number of rotations, and then recover on a specific heading.

In the early days of aviation, most airplanes had less than desirable stall/spin characteristics, and proper stall/spin avoidance and spin recovery training was a necessity. Many pilots paid the ultimate price, learning the lessons that we take for granted today.

Most airplanes today are designed and built with benign stall characteristics. There are many models that are advertised as "spin proof." Given the spin resistance of most modern airplanes, I can understand why spin training is no longer required. Too bad, because I think a valuable pilot skill has fallen by the wayside.

Spin Training isn't for everyone, but I highly recommend it.



## SECOND SATURDAY BREAKFAST CLUB

Joe Joplin

WHEN	Second Saturday -- February 11th																
TIME	Depart KGSO 11:00 AM																
DESTINATION AIRPORT	Rutherford County Airport KFQD <a href="http://www.airnav.com/airport/KFQD">www.airnav.com/airport/KFQD</a> <table border="1" data-bbox="889 961 1422 1352"> <tr> <td>Runway:</td> <td>1/19</td> </tr> <tr> <td>Dimensions:</td> <td>5000 x 100 ft</td> </tr> <tr> <td>Elevation:</td> <td>1057 ft</td> </tr> <tr> <td>CTAF:</td> <td>122.8</td> </tr> <tr> <td>WX ASOS:</td> <td>118.275 (828-287-6498)</td> </tr> <tr> <td>FROM KGSO:</td> <td>51.8 nm</td> </tr> <tr> <td>Initial true course:</td> <td>152</td> </tr> <tr> <td>FUEL</td> <td>100LL Full-serve: \$4.20</td> </tr> </table>	Runway:	1/19	Dimensions:	5000 x 100 ft	Elevation:	1057 ft	CTAF:	122.8	WX ASOS:	118.275 (828-287-6498)	FROM KGSO:	51.8 nm	Initial true course:	152	FUEL	100LL Full-serve: \$4.20
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DESTINATION DINING	<a href="#">57 Alpha Cafe</a> Home of the Hundred Dollar Hamburger! The South's Favorite Fly-In Eatery t doesn't get better than this!																
DETAILS	After we arrive at the airport, we walk over to the restaurant. This is NOT a club sponsored event so bring <b>CASH ONLY</b> .																
RSVP & Questions	Joe Joplin, <a href="mailto:jjoplin@jxidata.com">jjoplin@jxidata.com</a> , Cell 336-202-0601 (text or call) Let me know if you have room for passengers!!																



### *Piedmont Aero Club Activities*

#### *At Lawless*

In addition to monthly club sponsored activities, the PAC is scheduling a free dinner meeting for the **3rd Thursday of every month** in 2017. We'll continue forming up at the GTCC facility with casual food - typically subs, wraps, pizza. Most meetings will have a guest who'll speak 30-40 minutes for various aviation subjects (new equipment, safety, history, cool programs). Your dues pay for the food, so come and get some!

## *Piedmont Aero Club 2017 Event Calendar*

*Boldface events are sponsored by PAC (free or subsidized ground transport & food)*  
*Underlined dates are firm*

*Feb 16 Thurs dinner meeting. Speaker Ken Sasine, test pilot. Discuss U-2 Dragon Lady*

***March 4- Sat**, 1pm Air Harbor W88 - Shake off the winter. Johnny White from Aviators Unlimited training  
 \$175-\$200 for 30-minute upset/recovery/spin/aerobatics training (minimum of 4 **signups required**)*

*March 16 dinner meeting, speaker tbd*

*March 18 Saturday - Combat Simulator session in Winston Salem*

*April 4-9 Sun n Fun*

*April 8 Saturday - Hangar Party @ Wes' place*

*April 16 Sunday - Asheville Biltmore Blooms*

*April 20 Thursday dinner meeting, speaker tbd*

*April 29-30 Airshow, Beaufort SC (Blue Angels)*

*May 6 Saturday - Joint fly-in & cookout with Honda Motorcycle club (take 'em for rides)*

*May 18 Monthly dinner meeting guest speaker Bill Wilkerson, retired US Air Capt.  
 Discuss IMC hazards for VFR pilots, risk mitigation, DC-3 refurbishment*

*May 19-20 Saturday - Military Aviation Museum: Warbirds over the beach, Virginia Beach VA (WW2 birds)*

*May 21,22 Airshow Shaw AFB, SC (T-Birds)*



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**July 15 Saturday Sugar Valley cookout and Five Card Stud Poker Run**  
**July 20 Thursday dinner meeting, speaker tbd**  
 July 24-30 EAA Airshow, Oshkosh

**Aug 6 - Sunday Race Against your POH/AFM , Sugar Valley NC**  
**Aug 17 Thursday dinner meeting, speaker tbd**

Sept 8-10 Airshow, Virginia Beach (Blue Angels)  
**Sept 9 - Saturday Triple Tree**  
 Sept 13-17 Reno Air Races  
**Sept 21 Thursday dinner meeting, speaker tbd**

Oct 1,2 Red Bull races  
 Oct 7-8 Military Aviation Museum: Warbirds over the beach, Virginia Beach VA (WW1 with bi-planes & tri-planes)  
 Oct 7-15 Balloon Fiesta, Albuquerque NM  
**Oct 19 Thursday dinner meeting, speaker tbd**  
 Oct 21 - Saturday Wings over North GA - Rome GA  
 Oct 27-28 AOPA fly-in Tampa FL

**Nov 4 - Saturday Bowl-o-rama at Spare Time in Greensboro , Piedmont Club Video & Picture Contest judging**  
**Nov 16 Thursday dinner meeting, speaker tbd**

**Dec 3 - Sunday First Flight Airport pilgrimage**  
**Dec 16 Thursday dinner meeting, speaker tbd**

Other ideas...

- Tanger Island
- U.S.S. Yorktown
- Ocracoke or other beach airport
- USAF MUSEUM, Dayton OH
- Winston Salem Airshow - (no date listed yet)
- Dulles Smithsonian & Optional Sleepover for kids <http://smithsoniansleepovers.org/index.shtml>