

## Blue Sky News!

Welcome new member **Mark Nyman**, who has been working with Mike Bernier in the Citabria. **Ron Pinzker** has passed his Private Pilot oral portion of the checkride, but got weathered out of the flight! Hopefully the weather will cooperate soon so he can wrap it up! **Eric Shear** completed his Commercial cross country the scenic way, in the Citabria! He hopes to take his Commercial checkride in the next month or so. **Art Fletcher** spent some quality time in the Citabria, too, taking her on a business trip. N8503 may be slow the point of flying is to enjoy the flight! **Jason Dummer** has been logging serious flight time as well, building time for his Instrument and Commercial ratings. Both Eric and Jason are pursuing the goal of working as crop duster pilots. **Steve Highland** and **Hank Boerema** gave the 172 a workout last month! Recent father **Jason Kinsinger** has been coming out to fly, as well as long-time member **Brian DePung**. **Mark Miller** has started working on his CFI, and **Sue Anders** is giving the Citabria a try. **Reed Ibrahim** and **Warren Roddy** spent some time in the air, taking advantage of the mild weekend weather, as well as members **Dave Grostic**, **Layne Henschen**, **John O'Connor**, **Bob Lundsrud**, **Kurt Puls**, **Roger Belcher**, **Pat Shroba**, **Jim Kuchenbecker**, **Scott Doorn**, **Bob Hesse**, **Garrett Aubry**, & **Mark Perle**. It is great to see so many people flying!!

Check out some of the new video links on [www.blueskyaero.com](http://www.blueskyaero.com). Go to the bottom left of the main page; there is also a link to some of the older ones. Send me some good ones! [cindy@blueskyaero.com](mailto:cindy@blueskyaero.com). There is now a **FREQUENTLY ASKED QUESTIONS** section for members linked from the website main page. Hopefully it will help when you find yourself asking, "What do I do if....??" or "Can I ...?" You can always give Cindy a call, too. If it goes to voicemail, please leave a message. **The DECEMBER 12<sup>th</sup> Meet the Examiner Seminar** is completely full already! Due to such a great response we may have another one in a couple of months.



## Congratulations Steve Highland on your FIRST SOLO!!!

### Decathlon Update

We sent a fuel tank to Hartwig Fuel Cells in MN for testing and were told repair would be as much as a new one, so it looks like new tanks for the Decathlon. The wings are being cleaned up and getting ready for cover. Thank you Mike and Nick for all of your help!

### What is AOPA Thinking?

*"When his Mooney's engine failed soon after takeoff, Dave Keller needed to land immediately. But rather than seek a landing spot straight ahead or off to the side, he chose to execute the "impossible turn" back to the airport, a maneuver no pilot should ever attempt. With aerial footage captured by Keller's own panel-mounted video camera, the AOPA Air Safety Foundation's latest [Real Pilot Story: The Impossible Turn](#) puts you in the right seat as the event develops."*

AOPA is highlighting a story of a pilot that, after his engine failed in his Mooney, successfully performed a 180 turn back to the runway after takeoff, complete with a video in the cockpit to record the event. Even though the article repeatedly advises *against* doing so, the premise of the story suggests that it is OK if the pilot is experienced, knows the airplane and airport, and the weather is good. This contradicts their own advice: [http://www.aopa.org/asf/epilot\\_acc/lax071a022.html](http://www.aopa.org/asf/epilot_acc/lax071a022.html) "Unless the airplane is close to pattern altitude, or you've already started a turn when the engine fails, it's generally safer to land within the area you can see out the windscreen. Statistics bear this out. According to the AOPA Air Safety Foundation's *Nall Report*, **most maneuvering-related crashes are fatal. By contrast, only about 10 percent of forced landing accidents involve a fatality. Maintaining control of the airplane all the way to the ground, even if landing off airport, greatly increases the chances of walking away from a mishap.**

Although of course I'm glad he made it, to imply that "hey, if you are good, you can do it" is dangerous. To be low on energy (i.e. no power, low airspeed and low altitude) and attempt to turn 270 degrees (225 to head to the airport and another 45 the other direction to line up on final) with (probably) a tailwind is asking for trouble. Slow, under control and straight ahead give you, and your passengers, a better chance to walk away. Why take the risk?

### Renter Corner: Tow Bars

Lately the 152 and 172 tow bars have been found stretched around and attached at the center of the nosewheel. Correct placement is as shown below. If you don't have a tow bar available, please don't push down on the tail. If done incorrectly it could cause structural damage to the horizontal stabilizer. Also, do not pull on or try to pick up the nose with the spinner or kicking the nosewheel to turn it. That could cause huge problems and big bills!! Thanks ☺



HERE

NOT HERE