President’s Message.

Greetings Fellow Airmen,

Each month I am asked to come up with an article for the Newsletter. It is amazing just how fast that request comes around. My first thought this month was: “Where did the time go? What Events were enjoyed? And, What’s coming up Next?”

This Month, I’d like to mention few Topics that have come across my desk this month:

CELEBRATION & ANNOUCEMENTS

- Chris Werling Close to PPL
- Kui Oi Working on PPL
- Nickey Varkey Working on PPL
- Clay Harden Oral Passed: Commercial ASEL / AMEL
- Mike Haslacker Working on instrument STILL
- Mark Jones New HFC CFI

MEMBERSHIP:
We have a large membership. Let’s keep it active throughout the winter & holiday months with aviation related activities, both “In and Outside” of the cockpit. We have had interest expressed for such things as: Seminars and Speakers on the following Topics:
- A/C Maintenance
- Locating more available A/C (for rentals)
- A/C Financing and Insurance (for owners and renters)
- Road Trips – Local trips
- “Holiday Treats” (Rides) for under privileged children.

The Board would like to have any willing Club members “CHAIR” an activity of their interest. Involvement is what it’s all about!

TIME CHANGE: (It’s coming)
It’s about that time when everyone should treat themselves and experience the “REDBIRD”.
http://hacintrananet/info/haciclubs/hfc/default.aspx
THIS IS TAKING ADVANTAGE OF CHEAP FLYING WITH BENEFITS. It’s not just for IFR refresher work… Any new, current, or not so current VFR Pilot can get some cheap quality training when the weather’s bad (or work gets in the way). Fly at night… in the comfort of the “REDBIRD”.

EVENTS:
There are several Great Events coming up this month. “Check the Calendar” – And, VOLUNTEER to Assist!

DISCUSSIONS:
We have some very new members stepping up with lots of good ideas… As a “Call to the senior members”… Let’s step it up and stay involved. Let’s find some A/C - Suggestions from the members (Form some partnerships for training A/C, possibly by using an In/Out shares approach…reduce the costs by cutting out the middle-man).

AMT’s: Need some extra $$$...??? - Let’s make a list of available Maintenance professionals.

THOUGHT FOR THE MONTH: - “Let’s get Started”… compliancy is just a waste of time.

Respectfully,
Bud Marshburn
Honda Flying Club
President, 2012 - 2013
Aviator’s Knowledge Nook

Safety Pilot, Advantages for All

Have you ever been approached by a fellow pilot and he/she asks, “I’d like to go shoot some practice IFR approaches, can you be my safety pilot?” Now, you may think, “OK, but I am just going to sit in the right seat and watch you fly, what’s in it for me?” (Not that you are looking for something, but it’s good to know). There are quite a few advantages, and actually both pilots win out on the deal.

First and foremost, it’s about safety. A IFR pilot, or a student trying to get more simulated IFR time can use the help of a Safety Pilot to accomplish this task. As an Instrument Rated pilot, we are required to complete six approaches, a hold and navigations tracking every six months, or we are not authorized to fly IFR. So, it’s a great way to stay current, or get current if (only if the one year has not elapsed, otherwise you’ll need an Instrument Proficiency Check, another topic for another time), but to do so, it requires flying in “non IFR conditions”, so you must wear view limiting devices, commonly known as “foggles”.

Well, when you are wearing these, obviously you can’t see other traffic, obstacles, etc., that is where the Safety Pilot comes in to play. They are your eyes as you are flying, constantly looking outside for other traffic, etc.

Are there some rules to being a safety pilot, yes, there are:

1. You must be at least a private pilot and current (medical/BFR, etc).
2. You must be rated in the aircraft you are flying, for example, you can’t be a safety pilot for someone who wants to do approaches in a multi-engine aircraft, unless you are multi-engine rated yourself,
3. However, you do not have to be IFR rated to be a safety pilot,
4. The name of the Safety Pilot must be entered in the primary pilot’s log book for the purpose of validating the flight. I didn’t say signature, just the name of the person acting as the Safety Pilot.

This last point is good to know, as what a great way to build PIC time, if you are looking to get a Commercial license, etc., then to be a Safety Pilot.

So, the next time someone asks if you want to be a Safety Pilot, take him/her up on it, there is a “win-win” for everyone involved, and also a great way to spend a flight with a friend.

What are the advantages then of being a Safety Pilot?

Well, unknown by many are the following:

1. It’s a great way to get up and get some flying time. Most the time, pilots will share time, but also, if you just want to get the feel again, go fly and provide someone some company.

2. If you are “not” IFR rated, it’s a great way to learn, and get a feeling for what takes place in an IFR environment. This is really important, as it really introduces you to the instrument side of flying and you may want to pursue the next rating.

3. Lastly, the biggest unknown issue, is that as a Safety Pilot, and you and primary pilot agree prior to the flight that the Safety Pilot is assuming responsibility for the flight....CAN, as well as the primary pilot, log Pilot in Command (PIC) time in their logbooks for the time one pilot is operating the controls under the foggles. Obviously taxiing and landing, when the foggles are not on, only the pilot operating the controls can log the time as PIC, but anytime under the foggles, BOTH pilots can log PIC. One catch, if it’s Cross Country, only the pilot operating the controls can log the PIC, as to count as cross country the flight must include a “Landing”, and the Safety Pilot is not landing the aircraft.

Keep the Blue Side up!!!

Jon Wells
Chief Flight instructor, 2012-2013
Safety Officer Report

We’re all familiar with Capt. Chesley Sullenberger and the “Miracle on the Hudson” and most of us have heard other stories about bird strikes and the damage they can cause. Have you ever heard of or thought about other natural hazards? As GA pilots, we often fly into small airports that don’t have the resources to control the local wildlife population. Even large airports are not always successful at preventing airplanes and animals from crossing paths. I have seen deer on the property here at PTI and in June, 2011 there was a black bear that, unfortunately, had to be shot and killed. I read an interesting article recently about this very issue. Here are some highlights:

According to the FAA’s Wildlife Strikes to Civil Aircraft report, in the 18 year period from 1990 to 2008, civil aircraft experienced a total of 815 deer strikes. The report claims that 63 percent of these strikes occurred during landing, 36 percent during takeoff and 1 percent during taxi. Three percent of the takeoff-phase total was during climb out.

Deer aren’t the only terrestrial mammals that have been struck by aircraft. In the same 18 year period, reported losses included 58 raccoons, four moose and eight head of cattle, three horses and one burro. In the reptile category, 79 turtles and 14 alligators were lost. Aside from the obvious danger to pilots and passengers (16 human fatalities and 209 injuries in 18 years), animal collisions cost a lot of money. The Wildlife Strike report indicated that terrestrial mammal collisions resulted in monetary loses of $38.8 million, while bird strikes cost our industry $308.3 million. When you consider that the same report estimated that only 20 percent of wildlife strikes are reported, you get a more accurate sense of what it means to collide with Mother Nature’s expensive little friends.

Both terrestrial mammals and birds are more likely to be struck when landing (63 percent and 64 percent, respectively) compared to taking off. The majority of these strikes occurred from July to October for birds and July to November for terrestrial mammals (think summer and early autumn). There is, however, a night and day difference between terrestrial mammals and birds. While terrestrial mammals were more likely to be struck at night (64 percent), birds were more likely to be struck during the day (61 percent). The bird strikes occurred below 3,000 feet AGL 92 percent of the time and below 500 feet AGL 72 percent of the time.

The bottom line is that these natural hazards do exist and they are potentially life threatening, not only to the animals but humans as well! The complete article, “Natural Hazards”, can be found in the August 2012 issue of AOPA PILOT. [http://www.aopa.org/members/files/pilot/2012/august/license.html]

Ron Neal
Safety Officer

UPCOMING EVENTS

Check out the Honda Flying Club on the Intranet for events in 2012. [http://hacintranet.info/HACIClubs/HFC/Lists/Calendar/calendar.aspx]

- October 19-21 Sugar Valley Airport Camp out. RSVP to Sam – samantha_magill@haci.honda.com
- Nov. 28 Briefing on Aircraft Owners / Renters Insurance guest speaker.
- Upcoming 2013 Udvar Hazy Smithsonian Museum
- Also check out [http://www.aopa.org/pilot/calendar/]
  Ideas are welcome!”
Pilots-n-Paws Annual Fly-Away

A new “forever home”, that is what 365 animals were waiting for on September 29th. Every year, the non-profit Pilots-n-Paws organization organizes an annual fly-away, where shelters from all over coordinate to move abandoned and rescued animals from kill shelters to new homes, which we refer to as “Forever Homes”. This year, the event originated out of Monroe, North Carolina (EQY).

Aircraft started arriving on Friday, September 28th, in the afternoon and throughout the early evening. Due to weather, some aircraft either had to skirt around the thunderstorms, or some cancelled, but in all, over 75 aircraft descended on Monroe Airport (EQY), just outside Charlotte. Pilots flew in from as far away as Indiana and southern Florida, as well as Connecticut and New York, just to help save all of these animals.

The evening started out with a dinner and route briefings, so in the morning, all pilots were ready to go. Hotel rooms were provided, as well as bus transportation. The walls of the hangar were lined with empty crates, for pilots that needed them.

On Saturday morning, the weather turned sour to the north, but was moving quickly out of the way, although it was still going to be IFR conditions. Pilots arrived at the airport from their hotel rooms, finding the parking lot full of shelter vehicles and hundreds of animals; with anticipation in their eyes, as well as a little fear of the unknown, or where they would be going next, with the ultimate hope of finding a good home. The pilots were poised to provide them that home.

With a flurry of movement, animals were assigned, loaded and airplane engines started to come to life; moving off the parking area and taxiing to the end of the runway, picking up IFR clearances and starting the journey. At 7:35am, the first airplanes were in the sky, heading in all directions, with some even meeting up with other pilots up north, at the Middle-Peninsula Airport in Northern Virginia, only to relay their animals to the next pilots who would even take them farther to the northeast.

Some of our own Honda Flying Club members participated. Jon Wells flew his Cessna 182 (N3307R), transporting 7 dogs to the north, through some hard IFR, rain and wind. Even our own former member and treasurer, Kiko Picornell, who left Honda, but arrived from Melbourne, FL to take a load of animals back south to Florida, was on hand for the event. Due to weather that morning, our President, Bud Marshburn and Safety Officer Ron Neal couldn’t get out of Greensboro, due to 300 foot ceilings, but they tried. (Bud now says he needs to get that instrument ticket).

Television crews were abound, the media everywhere, but in the end, it was a great event and the satisfaction that so many animals were saved.

For those members interested, to fly for Pilot-n-Paws requires no instrument rating, or minimum hours, just a Private Pilots certificate, and the willingness to care. Although this was a large event, there are postings every day, every weekend, to help move animals. Pilots-n-Paws is a great way to get involved and help a needy cause, and to also build time. All donations, operating costs, rental costs of the airplane, fuel, etc. are tax deductible.

For information, go to the Pilots-n-Paws website (www.pilotsnpaws.org) and learn about this organization and how you can put your gift of flying back to use, or ask one of your fellow HFC Members who participates to go along on a rescue mission.

Comments on Newsletter to: Samantha Magill samantha_magill@haci.honda.com