



THE *SPORT FLYER* September 2003



!!! NOTICE !!! September Meeting will be at West Houston Airport September 18th

Want Back-Issues? See Chapter 774's Website at: www.eaa774.org

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Pat's Patter

Our meeting for September 18th will be at West Houston Airport at 7:30pm. Our speaker will be Paul Downs from the FAA.

Our Chapter has voted to have our Annual Pancake Breakfast / Bald Eagles Day on October 11th at Sport Flyers at Leonard's hangar. It will start at 9:00am and run til whenever. Invite your relatives and friends. Pilots need to bring their planes to fly members, families and friends. This is always a special event so do try to be there.

Thank you Gary Parr for your program about the Vision and a tour of your hangar. The air conditioning was a real plus!

Sammy and I will be on vacation in Colorado for the meeting so take care and fly safely. See you soon, Pat.



From the Editor's Desk....

I don't think I've ever worked harder, or been happier, than since the time I left the corporate life and went into business for myself earlier this year. As a result, a lot of things got put lower on my priority list over the summer months, and that included keeping up the website and getting out newsletters. My eternal thanks to Pat and Sammy Fulco and all the rest who stepped up over these past few months to get out special editions and other newsletter items. In any case, with school back on and life returning to somewhat of a more routine (if not hectic) pace, my hope is that I will continue to serve the chapter by getting out a newsletter on time and up to the standards you've come to expect and keeping the website fresh and informative.

With the cooler months coming on, there are a LOT of flying events on the calendar, and I've included many on the Aviation Event Calendar near the end of this newsletter. Lots of fun stuff coming, and it looks like this will be the first year in a while that Reklaw (Flying M Ranch) Fly-In won't conflict with Wings Over Houston. (Not that I made either last year!!)

Also in the newsletter is the first of many articles I've collected from various sources on the art of flying taildragger airplanes. Each was written by a different person, so you'll get many good viewpoints on the subject. If you've ever thought about getting tail dragger training, I personally couldn't recommend a more enjoyable, fulfilling aviation training experience.

Finally, I wanted to direct your attention to a wonderful tribute Pat Fulco has written to our dear departed founding member, La Verne Milholland. I hope you enjoy it as much as I did.

Til next time,
Gary Craze



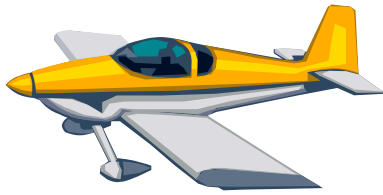
Young Eagles Closing In On Goal

As of September 4, 2003, the EAA Young Eagles program has registered approximately 965,000 kids, which means we're about 36,000 shy of reaching our ultimate goal of 1 million. While 36,000 doesn't sound like a huge number - especially in comparison to 964,000 kids already flown - time is growing short and we need to take advantage of the good weather we have left these last key weeks.



Dragging Your Tail....

A Multi-part Series On All Aspects of Flying Tail-dragger Aircraft



Part One: The Three Point Pilot

BY BARRY SCHIFF (From [AOFA Pilot](#), March 2003.)

Retired airline captain Barry Schiff has logged more than 26,000 hours in 275 types of aircraft

When taildragger pilots gather at their local watering hole for post-flight imbibing, they occasionally engage in that ageless debate about whether the wheel landing is superior to the three-point, or vice versa.

A wheel landing involves touching down on the main gear tires with the tail high and the airplane in an approximately level attitude. A three-point landing, of course, is made in a nose-high attitude with all three tires touching simultaneously.

Some refer to a three-point landing as a full-stall landing, but this is a misnomer. One cannot fully stall a lightplane. Much of the wing continues to develop lift throughout a conventional 1-G stall. In many tailwheel airplanes, an attempt to fully stall the airplane before touchdown often results in landing tailwheel first with the main wheels quickly following (usually with a thump).

This only approximates a three-point landing.

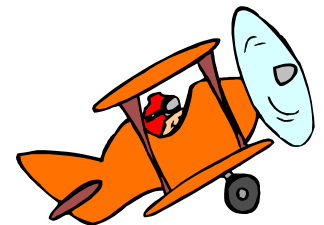
Proponents of the wheel landing like that it offers more control of the airplane during the landing process because touchdown occurs at a relatively high airspeed. This also makes it easier to go around in case of a botched landing. They also like that you can more easily touch down at any given point along the runway. Accurate landings are easier.

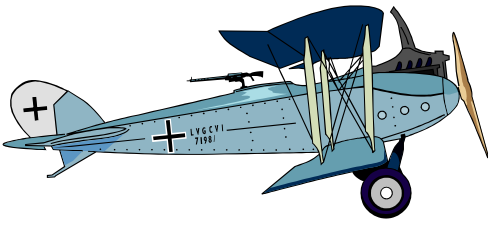
Those favoring the three-point landing argue that landing slower is kinder to the tires and the rest of the airframe unless, of course, the pilot misjudges and allows the airplane to plop ignominiously onto the ground (what used to be called a pancake landing). Advocates of this technique also like that a three-point landing results in a shorter landing roll because of the lower touchdown speed. It is the landing of choice when operating from unimproved surfaces because it keeps the propeller so much higher above the pebbles.

One cannot deny that wheel landings look racier and have more machismo. They remind us of World War II fighters returning to base. Rarely did they make three-point landings, which is why some believe that real pilots make wheel landings and wimps land with their tails dragging.

The notion that a taildragger can be landed with more control when making a wheel landing is somewhat fallacious. After all, there comes a point after touchdown when the tail must be lowered to the ground and the aircraft placed in a three-point attitude. It is during this transition at reduced airspeed that there is a reduction in the effectiveness of flight controls that is similar to that of a taildragger being flared for a three-point touchdown.

In fact, the tail can be held off the ground longer (at a lower airspeed) during a wheel landing than during a three-point landing. If this were not the case, it would not be possible to raise the tail during the takeoff roll so much before reaching liftoff speed. (Although prop wash during the takeoff roll is helpful in lifting the tail, holding the tail off the ground while below stall speed during a landing rollout proves that the tail can fly more slowly than the airplane, no matter the effect of the prop.) This means that a pilot lowering the tail following a wheel landing often has less rudder and elevator effectiveness than when making a three-point landing.





It is the reduced pitch and yaw effectiveness while lowering the tail following a wheel landing that leads some taildragger pilots to develop an unwarranted concern about making a three-point landing. They have an aversion to a three-pointer because of a false and misleading perception that they might lose too much controllability. In reality, the three-point landing assures better

overall control effectiveness than does the wheel landing (especially needed when gusty winds prevail). There is an exception: landing with strong crosswinds. This is when the wheel landing offers an advantage. The side load on the upwind tire (touchdown is made on only one wheel) combines with the lowered upwind wing to better prevent sideways drift while the tail is airborne. As airspeed wanes during rollout, the downwind wheel touches and contributes additional side load to further combat drift as the wings level.

Stiff crosswinds notwithstanding, I prefer three-point landings in my Citabria and all other tailwheel airplanes I have flown. I recall being cautioned against three-point landings in a Douglas DC-3. But after becoming proficient with wheel landings in the Gooney Bird, I decided to give three-pointers a try anyway. No problem. Most recently I checked out in a 1927 Sikorsky S-38, a remarkable twin-engine amphibian. Then, too, it was suggested that I stick to wheel landings. But three-point landings, I discovered, were delightful.

It's not that I consider myself a great pilot. It's just that three-point landings, I believe, are easier. You simply flare for almost as long as possible while inches above the runway. The airplane reconnects with the Earth when it is ready. Be careful, however, about allowing touchdown with a significant sink rate while the tail is still in the air. With the center of gravity aft of the main gear, momentum forces the tail down. This forces an increase in the wing's angle of attack and causes a bounce. When making wheel landings, you need to know exactly where the bottoms of the tires are. The idea is to roll them onto the turf with virtually no sink rate. This, I think, requires more familiarity with a given airplane than does a three-point landing.

Keeping your feet active after any taildragger landing is essential. A ground loop makes this discussion moot.

My friend La Verne,

La Verne and I have been best friends for over 30 years. She was one of the most thoughtful, compassionate and caring persons I have been most fortunate to know. We shared so many good times & sad times it would be hard to recall all the memories, tears, and laughs. I definitely will miss my very good friend.

Back sometime in the 70's, Sammy and I went out to the La Porte airport to see some homebuilts as we were getting ready to build a project. There we found LaVerne and Leonard in a hangar proudly showing off their Jr. Ace. We were so excited we went home and ordered our plans for the Sonerai II. Thank god for LaVerne and Leonard to give advise as we knew nothing about building a project.

The next time we saw them they had a trailer at Sport Flyers and were starting on their hangar. Then we found out, along with some other EAA members they were starting the 774 chapter. I think we were number 11 & 12 to join the chapter. It was a great beginning for us and after that we were worrying the Milhollands every chance we got for information and building a long-lasting friendship.

We have seen the pride of La Verne and Leonard in all their airplane building, the knowledge they have provided hundreds of visitors and the hospitality for all. It has been great to go sit out on their ramp and watch the planes come and go, the night stars and moon, have ice cream, play dominos, and just talk airplanes.

We have made trips to Oshkosh, Kerrville and all sorts of events over the years, eaten together, and enjoyed just being together. When the Young Eagle's program began, La Verne was always planning the events with me, and Leonard and Sammy too. We spent a lot of time planning things for the chapter, and making sure that everyone was having a good time.

There are so many things you can say about La Verne. She loved Leonard, the things they did together, her family and her friends.

If I know La Verne she is smiling down on us and wishing everyone to get projects finished and go flying. She is still telling Leonard to keep the hangar clean and keep the chapter running.

Till we meet again, love ya'

Pat

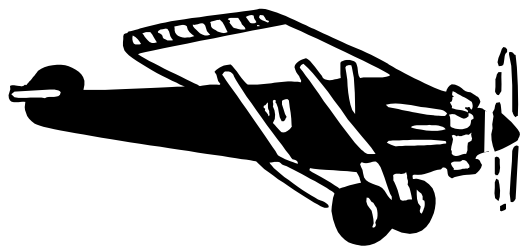
Flying Truisms....

There are more planes in the ocean than there are submarines in the sky.

If the wings are traveling faster than the fuselage, it's probably a helicopter-and therefore, unsafe.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition the USAF would be just another expensive flying club.



What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

Never trade luck for skill.

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh S#!+!"

Weather forecasts are horoscopes with numbers.

Progress in airline flying; now a flight attendant can get a pilot pregnant.

Airspeed, altitude or brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous.

Mankind has a perfect record in aviation; we never left one up there!

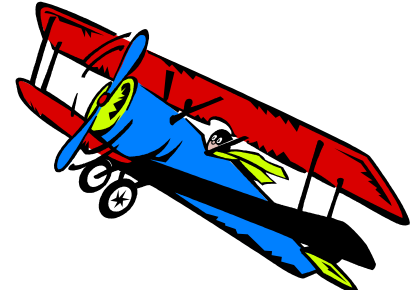
Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

Advice given to RAF pilots during W. W. II. When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.



The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover - renowned aerobatic and test pilot)

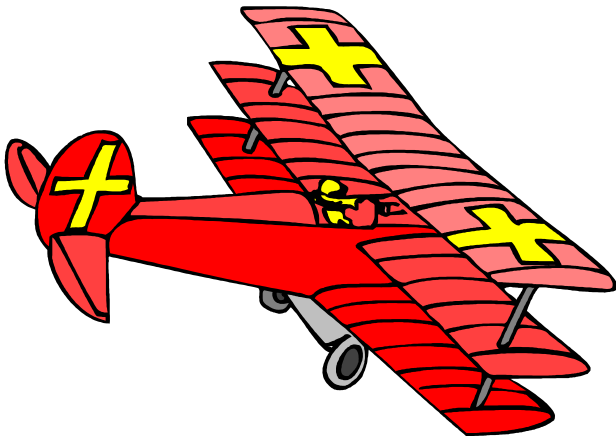
If an airplane is still in one piece, don't cheat on it; ride the bastard down. (Ernest K. Gann, author & aviator)

Though I Fly Through the Valley of Death ... I Shall Fear No Evil ... For I am at 80,000 Feet and Climbing. (sign over the entrance to the SR-71 operating location Kadena, Japan).

You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore - test pilot)

Never fly in the same cockpit with someone braver than you.

There is no reason to fly through a thunderstorm in peacetime. (Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970).



The three best things in life are a good landing, a good orgasm, and, a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)

"Now I know what a dog feels like watching TV." (A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320).

If something hasn't broken on your helicopter, it's about to.

Basic Flying Rules Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Short Final.....

As I was heading across the Desert a few months back, at the height of the Iraqi war, and wanting to cut through R2515 around Edwards Air Force Base, I had the following exchange with Joshua Approach... Joshua Approach, Musketeer 123 requesting transition through R2515. Joshua: Restricted area currently off limits, but let me talk to them at Edwards. (About 20 seconds of dead air and then Joshua came back to me.) Joshua: Musketeer 123, Proceed through the restricted area as requested, they need some practice on slow targets.

I was in the pattern at FXE one night and I heard an aircraft taxiing out from Banyan Air Service tell the tower that he saw some debris on the taxiway. As the aircraft got closer the pilot said it looked like a pair of goggles on the taxiway. Discussion then ensued between the aircraft, the tower and the security guard in a truck being vectored to the location, about what type of goggles, Scuba, Snoopy type Flying goggles, Foggles etc. Once it was established that they were flying goggles or foggles the controller asked if any other debris was sighted and the pilot said no but he would be on the lookout for any doghouse parts or a beagle on the run.

After holding short of runway 4, with no traffic in sight and the vice-president of the company riding shotgun ... Pilot: "Cessna 123, still holding short." Tower: " Cessna 123, Hold your taters." Pilot: "Taters held, over." Tower: "Cessna 123, release taters, [chuckle] Runway 33, position and hold." The VP was impressed and the pilot is now known company-wide as "Tater".

While flying in Saturday morning around 10:30 am to the EAA southwest show at New Braunfel's (BAZ), the very busy tower and an experimental aircraft on final had this exchange. Experimental ABX: "Tower, experimental ABX, I'm dodging a bunch of airplanes. Tower: "Good, keep dodging. You're number 4 on final."

We often have strong winds in Texas. But they usually pick a direction and stay put. This particular night while returning to home base at ADS, the ATIS said the winds were 150 at 15 (right down the runway). Since I was getting a real workout on the controls, I called for a wind check. Tower: "Variable, 120 to 180, 22 gusting to 32." Me: (With sarcasm) "Oh, that sounds like fun." Tower: "We've got the cameras rolling."

Early in my tailwheel instruction, my instructor was trying to teach me wheel landings in a Citabria during a Southern California full-blown Santa Ana. Winds were approximately 45 degrees to the runway, blowing 20 knots, gusting to 35+ knots. After about 20 attempts, with about 20 saves from my instructor (lots of crow-hopping, bounces, you name it, using all of a 150-foot-wide runway), I decided I was done: Citabria 123: Tower, we've had enough. Citabria 123 requests northbound departure. Tower: Citabria 123, northbound departure approved. Sorry to see you boys leave -- sure has been entertaining!

Calendar of Interesting TX Area Flying Events for 2003

2003	SEPTEMBER	COMMENTS
Sep 13	8 th Annual Fall Fly-In and Airshow, Sulphur Springs, TX	NOTE: Airport will be closed from Noon – 2:00pm for the airshow. FFI: www.eaa1094.org
Sep 18	Chapter 774 Meeting	West Houston Airport 7:30pm Paul Downs from the FAA
Sep 19-21	100 Years of Powered Flight, 2003 Parade of Planes, Fly-In and Golf Tournament. Dallas Executive (Redbird)	9/19: Golf Tournament tee off, Oak Cliff Country Club, 7:30am. Agenda: Vintage military aircraft. FFI: Inez Clark. 214-942-7372 or Nat Clark 254-562-2878 natandinezclark@prodigy.net
Sep 19 – 21	14th Annual " Under the Wire " Fly In Flying V Ranch, Louise TX	Flying V Ranch - T26 , 201 E 5th St, Louise, TX Flying , Food , and Fun Friday - evening hanger party. Saturday - young eagles ,contests , shrimp and corn boil . Sunday - dawn patrol , BBQ lunch Robbie Vajdos 979-648-2163 flyingv@ykc.com
Sep 19 – 21	Big Country Airfest, Abilene	Hosted by Chapter 471 and Texas State Technical College. Fly-bys by the B-1, C-17, C130, T-38 and various other warbirds. www.bigcountryairfest.org
Sep 20	Free Lunch Fly-In Tyler, Texas	NOTE: free hot dogs, hamburger chips and drinks. TIME: 10:00 a.m. til 3:00 p.m. FFI: 903/597-1334 www.tylerjet.com
Sep 20	Hilltop Lakes 6th Annual Fly-In Hilltop Lakes, Texas	TIME: 8:00 a.m. – 1:00 p.m. NOTE: token Prizes awarded at 12 NOON FFI: 936/855-1736
Sep 22	Frontiers of Flight Museum Dallas Love Field Dallas, Texas	Celebrating North Texas' contribution to aviation & aerospace on the 100th Anniversary of powered flight by the Wright brothers throughout 2003: North American Aviation (in Grand Prairie) Presenter: Charles W. Powers (Grand Prairie Historical Organization) Time: 7 p.m. RESERVATIONS: 214/350-3600 Frontiers of Flight Museum at Dallas Love Field
Sep 27-28	Fina-CAF AIRSHO 2003, Midland International Airport MAF	Contact Information: Tina Corbett 915-563-1000 pr_info@cafhq.org www.airsho.org
2003	OCTOBER	COMMENTS
Oct 4-5	Amigo Airshow El Paso, Texas	AGENDA: Thunderbirds FFI: 915/545-2864
Oct 11	Chapter 774 Pancake Breakfast and Bald Eagles Day	Sport Flyer's at Brookshire, Milholland hangar. 9:00am to whenever
Oct 18-19	Wings Over Houston Lone Star Flight Museum Houston, Texas	AGENDA: Steve Coan Sailplane Aerobatics & Commemorative Air Force FFI: www.wingsoverhouston.com
Oct 24-26	REKLAW Flying M Ranch Fly-In (7TA7)	