

EAA chapter 206 is meeting at CubCrafters this coming Thursday, January 21 at 6:00 p.m. CubCrafters is providing refreshments for our group so come at 6:00 to enjoy the social time. Business meeting will begin around 6:35 and we would like to be done by 7:00. At that point we will begin the tour of what is happening at CubCrafters. Much has changed in the two years since we last toured the site. There are new products, new facilities, and an ever increasing market share for this very successful and popular series of aircraft. So this should be very interesting. We thank CubCrafters for giving their time for this tour!

Also, at this meeting we are hosting some new guests. A group of JROTC students from West Valley are going to join us as they begin an introduction to aviation program sponsored by EAA 206 and led by Sanford Reim and Ola Vestad. More details about this will be presented to our group.

February's meeting is scheduled for a presentation on the questions and answers regarding the ADSB requirement. Two days later we are planning the annual trip across the mountains to the very worthwhile Northwest Aviation Trade Show at the fairgrounds in Puyallup. There will be around 350 vendors and presenters this year making it the largest event of its type on the West coast. We will present more details at Thursday's meeting.

Invite a friend to join you. We will see you this Thursday!

Lance

A couple of notes that have been passed on to me.

First, if you have some old Seattle Sectionals that you aren't using anymore, please bring them to the meeting. Sanford would like to collect them for use with the West Valley JROTC students Lance mentioned above. I believe they will be used in ground school like sessions to introduce the students to elements of aviation.

Second, this is the meeting where all of us want to get financially squared away with the club treasurer concerning dues. See Marv Pugh at the meeting to get your \$30 dues taken care of.

For this month's flying tip, there is an issue about what to do if your pitot tube isn't functioning while you are flying. I am not sure how that either would not be noticed during the takeoff roll or how it would happen in flight short of the tube icing over but maybe many of you can fill me in on possibilities. Anyway, here is the tip:

Pilot's Tip of the Week

Feeling Your Airspeed

Featuring Wally Moran

Subscriber Question:

"If the pitot tube is not functional and there is no airspeed indicator, how can one judge the speed of the airplane?" - Philip

Wally:

"Airspeed indicator malfunctions can come in a variety of ways - sometimes no indication, other times exceedingly high or low indications. In any case, you need to be familiar with the pitch attitudes and power settings that give you various airspeeds.

For example, if you have climb power on and the nose is maybe just below the horizon, I'll bet you have approximately climb speed. You can improve your ability to fly without indicated airspeed by climbing to altitude and practicing glides with various flap settings and noting the pitch attitudes. Remember the picture out the window and now practice the same glides with the airspeed indicator covered. These same attitudes will work when you are in the pattern for landing.

Also when practicing stalls, note the pitch attitude when you are near stall at various power and flap settings. Remember these attitudes and avoid them if your airspeed indicator is not working.

Another tool if installed could be a GPS ground speed, but remember this is ground speed only so you need to account for any headwind or tailwind.

Learning to fly the aircraft by looking out the window and paying attention to the pitch attitude and power is the way to master the plane. Then the instruments simply become tools to further refine our flying."

Looking forward to seeing everyone at CubCrafters!