

EAA 206 will be having our monthly meeting this Thursday, May 19 at hangar #1 Yakima Airpark. Social time with refreshments begins around 6:30 with business meeting and program beginning at 7:00 p.m.

We have a very special guest presenting a relevant and practical program this month. Ben Wyborne, an aviation law attorney from Spokane, will be presenting his program; "Your certificate and protecting it: FAA enforcement actions and the Pilot's Bill of Rights"

The presentation description is: It is your certificate; learn how to protect it. Presentation topics include the FAA enforcement process, the Pilot's Bill of Rights, the FAA's new compliance philosophy and the pending Pilot's Bill of Rights II. Become familiar with how the FAA enforcement process works, from initial investigation through appeal and what your rights are when the FAA focuses on you.

Don't miss this meeting. Tell other interested parties about this opportunity.

We will see you Thursday evening.

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Also, there will be some discussion of volunteer help needed to put on the breakfast, Saturday May 21st with meals being served starting at 8 AM.

Now for some pilot tips from the last two weeks:

## **Pilot's Tip of the Week**

### ***Wake Turbulence and Landing***

Featuring Bob Nardiello

#### **Subscriber Question:**

"What is the best way to avoid wake turbulence when landing behind a big airplane?"

- Glen D.

#### **Bob:**

"We need to note the preceding aircraft's touchdown point, particularly if it is a large aircraft. And we need to land after that touchdown point. Our glide path should at all times be above the glide path of the preceding aircraft, and be to the upwind side, so again, we need to know where the wind is coming from, which side of the aircraft the wind is from. We want to be on that upwind side.

Again, glide path above, touch down after the point of touchdown in the preceding aircraft.

How do we know we are in fact, above the glide path of the preceding aircraft? There are a number of ways to do it. One, if you have a glide slope capability in your airplane, note where you are on the glide slope of that runway, if it in fact, has an ILS installation. If it has PAPI or VASI lights, try to be slightly above that glide path. Again, you are assuming that the preceding aircraft is, in fact, on glide path.

I will tell you a method that I use to establish whether I am at, below, or above the glide path in a preceding aircraft. It is pretty simple. Sight through the preceding aircraft to the runway. Note the touchdown zone markings on the runway and where your sight line intersects the runway. If it intersects beyond the touchdown zone markings on the runway, you are below the glide path of the preceding aircraft. If that sight line intersects prior to the touchdown zone that is painted on the runway, your glide path is above the preceding aircraft."

Also:

## **Pilot's Tip of the Week**

### ***Estimating Cloud Bases***

Featuring Scott Dennstaedt

#### **Subscriber Question:**

"Are there any good rules of thumb to estimate the height of the cloud bases?"  
- Larry J.

#### **Scott:**

"Many pilots that know me are well aware that I am not a fan of rules of thumb with respect to weather. Largely this is because they don't work in many circumstances. However, one of the rules of thumb that tends to work pretty well for estimating the base of the lowest cloud deck is derived from the temperature and dewpoint temperature at the surface.

Here's what you do. First, find the dewpoint depression in degrees Fahrenheit – that's the temperature-dewpoint spread. Next, double it. Finally, add two zeros to the result.

For example, assume the temperature at the surface is 59°F and the dewpoint is 57°F. The dewpoint depression (temperature - dewpoint) is 2 degrees.

Doubling this leads to a 4 and adding two zeros results in an estimate for the cloud bases of 400 feet AGL.

This rule of thumb works pretty well for cumuliform and stratiform clouds as long as it isn't raining or snowing. Snow and especially rain tends to raise the dewpoint temperature quite a bit which will provide an artificially lower cloud base when using this rule of thumb."

Finally,

Don't forget that there is a Wings Program Saturday after the breakfast. It is aimed at a number of us: rusty pilots!