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with, so he sold it

and I.

outright to Randall

As far as the damage

is concerned, there

was no damage to

the structural steel

fuselage frame, only

to three ribs behind

the left rear spar, and

Chapter Officers

President: Larry Helming 6612 Cliftwood Drive Evansville IN 47712 812-401-7566 lhelming@sigecom.net

Vice President: Keith Schlageter 5301 Stratford Road Evansville IN 47710 812-401-6273 kschlag67@sigecom.net

Treasurer: Bill Gowin 204 Harper Ave. Evansville, IN 47714 812-491-9382 bgowin@sigecom.net

Secretary: Gary Zimmerman 10814 N. Green River Rd. Evansville IN 47725 812-867-5437 garyz@prolamproducts.com

Young Eagles Coordinator: John Rudolph 8631 Clifton Dr. Evansville IN 47725 812-480-6898 jrudolph@rudolphweb.com

Newsletter Editor: Pete Wiggin 738 Woodall Dr. Evansville, IN 47711 812-204-6133 eaa21nleditor@hotmail.com

Webmaster: Steve Eberhart PO Box 9227 Evansville, IN 47724 812-422-4525 steve@newtech.com Porterfield LP-65 Project at Skylane

This is what their plane will look like when finished

If you've been by Skylane Airport in the past couple of month's, you've no doubt seen the aircraft rebuilding project, under way in the first hangar you come to. That's Hank Meador's and Bud Sherretz' hangar, and they, along with Fred Williams and Randall Krystosek, have been busily restoring their Porterfield LP-65 into what will be an airworthy shape. I talked to Hank, Fred, and Randall a couple of months ago about their Porterfield. collapsed on top of it. The left wing, three ribs behind the rear spar, and the rudder was damaged.

Sometime later Frank Graves and Steve Stocker bought it. They took it apart, and kept it in a storage building down on Fulton Ave. for several years. Steve moved it then to a barn on his property, where he kept it until he and I [Fred] struck a deal. Steve decided it was more of a problem than he wanted to deal

It is a Porterfield LP-65. LP meaning Lycoming powered. It was built in December of '40. It first went to Springfield Flying Service in Springfield Missouri. Then it went to the—

I think they called it

I think they called it the Defense Service Corporation—something like that. It went to them in '43 or '44. It stayed there for a little while, then they sold it back to Springfield Flying Service.

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Then it went through a series of owners until 1972. Tom Crane [of Skylane Airport] then bought it. It was shipped here from either Nebraska or Wyoming. According to some of the people out here, he bought it because he soloed in one when he was younger. He kept it until 1976, and then sold it to two guys and a girl out here. It's been here ever since.

It hasn't flown since 1982; that's when a big storm came through and tore up a bunch of airplanes. This one was damaged when a hangar partially the trailing edge was bent in behind those three ribs. There was also no damage to the spar, but the rudder was twisted like a pretzel.

We started the rebuilding project around the first week of May, last year. Initially, we had it at Bud's shop on Clark St. Then when Hank sold his Cherokee, we moved it into his hangar.

I found a little more information about the Porterfield from the Sun 'n Fun museum website:

The Porterfield "Collegiate" in all models, was a light high-wing cabin monoplane with seating arrange for 2 in tandem. Although it was definitely in the light plane class, the hefty-looking configu-*(Continued on page 2)*



(Continued from page 1)

ration suggested a larger airplane. With the country mobilizing feverishly in preparation against the threats of war, the Porterfield "Collegiate" was offered primarily as a trainer for the civilian pilot training program. The "Collegiate" with optional dress, equipment, and appointments was still available to the sport pilot.

The model CP-65 had a Continental engine, the LP-65 had a Lycoming engine, and the FP-65 had a Franklin engine. It is estimated



Tighten That Pattern!

From Aviation Safety Magazine

By Paul Bertorelli

Here's a guaranteed eyeglazer: Start a sentence with the phrase "back when I was learning to fly ... " then insert the pearl of aeronautical wisdom of your choice. (Never mind that you learned to fly in 1999, you can always add color to fortify any lack of experience.)

But really, no kidding, back when I learned to fly (circa-1968) I distinctly recall one part of the training that was quite different from what contemporary pilots seem to be learning: the art of flying an efficient traffic pattern.

Not that the airplanes have changed much. Then, as now, we tooled around the pattern in 80-knot trainers, struggled to make sense of a more-or-less continuous squeal on the Unicom frequency

and generally dreaded dealing with a control tower because then, as now, the controller would certainly bollix up a perfectly good pattern.

Now pilots seem to be capable of screwing up pattern flying without any federal assistance at all and in my experience, the problem gets worse by the year. Even some of the old geezers who learned to fly a pattern correctly-or at least courteouslyare forgetting how.

Why So Big?

The underlying and consistent problem is that new students are taught almost uniformly to fly a pattern that's far too large for their glacially slow aircraft.

There are exceptions, of course, but next time you're motoring around the airport, have a look at how other aircraft are flying the pattern. I doubt you'll be inclined to say anyone is flying a pattern that's too tight, as if such was even possible.

Early in the fall, I was training with a friend, trying to get in some genuine power-off landings with another airplane, a Cessna 172 in the pattern. It was clear that the Cessna—occupied by a student and an instructor—simply wasn't going to allow that to happen. No matter how we adjusted our crosswind or base, the Cessna stretched out his final, forcing us to either cut him off to fly the tight base we really wanted or to extend the downwind to let him in first.

The CFI was doing his student no favor in allowing such a large pattern in a slow airplane. Using the GPS, I calculated the Cessna was turning final more than a mile from the threshold.

There's simply no good reason for that. Lining up that far out wastes time and distance and causes any following traffic to telescope the pattern even more.

In the days when dirt was still young, a typical pattern was flown with ¹/₄ - mile final; less if you could do it. The hackneyed wisdom was that this kept you closer to the runway in the event of a power failure which made a certain sense and still does, although it's only a fringe benefit of a tight pattern.

Bluntly, tight patterns are more efficient and, by degree, safer because aircraft on the ground can actually see airplanes in the pattern rather than guessing where they are based on vague radio calls. Further, compact power-off turns to base and final build skill in a

way that mile-long drag-ins with power simply don't. Anyone can fly a mile-long final and plop the airplane on the runway.

Rules of Thumb

Most instructors seem to teach the power-reduction-abeam-thepoint-of-intended-landing method for pattern flying. In other words, in the downwind, the power comes back abeam the numbers with a turn to base shortly thereafter. Except I've noticed a curious thing: Many pilots decrease the power, slow down a little but extend the downwind for another half mile before turning. Great idea in a cabin class twin, overkill in most piston singles and

The Top 10 Reasons to Fly Big, Wide Patterns

- 10. Great way to get rid of that pesky extra avgas.
- 9. Bored of looking at industrial airport roofs and want some new scenery.
- Lets you tour several states without landing.
- 7. Gets you ready for flying the big iron.
- 6. Spread the cheer...airplane noise for all.
- 5. Helps you hide from people who are looking for vou.
- Gives you new answers to the guestion, "Are we there vet?"
- 3. Solves the problem of flying being too cheap.
- 2. If the engine fails, you can practice ditching in a backyard swimming pool.
- 1. Your flight instructor always did it to build time.

especially a trainer.

Why not pop the carb heat, pull the power to idle-yes, idleand start the turn to base when your downwind intersects a 45degree line from the runway numbers or the point of intended touchdown? This will generally yield a rollout on final between 1/4 and $\frac{3}{8}^{\text{ths}}$ of a mile, which is just about right. No one will complain about an even shorter final, one in which you start the flare a few seconds after rolling wings level from the base turn.

The power-off landing resurrects those skills you learned as a student, specifically how to touch down at a pre-determined point by playing a turn and descent angle from gliding flight, without resorting to power. In short, it's just the skill you'll need if you ever have to do a real-world power-off landing after an engine failure. Of course, you're giving up practicing those long, power-on drag-

that about 400 examples of the "Collegiate" were manufactured by the Porterfield Aircraft Corp., Kansas City, Mo., between 1940 and early 1942.

The Porterfield is also light-sport qualified—no medical certificate required to fly it.

Submitted by Pete Wiggin



ins, which is just as well, frankly. They encourage sloppy, lazy flying.

The tight, carving turn to touchdown can be a terrific airspeed control exercise and with enough practice, you can make reliable, power-off short-field landings that are both more challenging and more fun than always dragging the airplane in from a mile out.

Some pilots argue that you can't do this sort of thing in a heavy single, say a Saratoga or a Cessna 210. But that's like saying the airplane will fall out of the sky if the engine quits. It's simply a matter of finding the right airspeed and glide angle to the runway, which you can only do by practicing. Admittedly, in heavy singles, carrying some power will make the descent less hair-raising but the pattern still needn't include a final that extends over the horizon.

Of course, if you dabble in power-off base-to-final patterns and you actually use idle power, you'll have to decide if you believe in the shock-cooling demon. I don't and manage power accordingly.

Common Courtesy

CFIs and pilots far more diplomatic than I can sweet talk a pat-

tern miscreant into doing the right thing. I've found that pilots tend to be sensitive about on-air discussion of their disappointing performance. As pilots, all of us tend to invest a degree of our fundamental self worth in our flying skills and when another pilot chips away at that, the criticism hits close to home. So I usually keep quiet and suffer in silence. But common courtesy is often repaid in kind. And so are bad manners.

Pilots who barge into the pattern at all speeds and altitudes, then chew out anyone who gives them grief can expect to get an earful in return. It's embarrassing, really. If you're courteous in your on-air requests for modifications in how another pilot is flying the pattern, chances are you'll be met with cheerful compliance.

When the stakes are high, everyone pays attention and stays on their best behavior. This cooperation will probably be short-lived, however. Our airport is supposed to get a tower within the next few months which, in my view, is a crying shame. We've worked so hard over the years to develop pattern procedures that work—well, sort of—that we all know the tower will do only one thing: Bollix it.

2007 AirVenture Notam available; Do you have yours?

The following bit of wisdom is offered by Jeb Burnside in the July 2007 issue of Aviation Safety Magazine:

It's that time of year again when numerous regional events pop up, along with the granddaddy of them all, EAA's AirVenture Oshkosh. Each year at OSH, there are horror stories and terrible tales of "pilots" stumbling around without a clue of what to do, where to go and how to get there.

After last year's AirVenture, an audio recording detailing one guy's shameful arrival floated around the Internet. The "pilot" didn't have the Notam, hadn't



read the Notam, didn't have the frequencies and didn't have any business being there. Don't let anyone record you at this year's event. Get the Notam. Read the Notam. Carry the Notam. That's all it takes.

To download the Notam onto your computer, go to <u>http://www.airventure.org/2007/flying/notam07.pdf</u>

To order a free copy of the Notam booklet, go to <u>https://secure.eaa.org/airventure/notam_request.html</u>

Or call EAA at 1-800-564-6322

Chapter 21 Monthly Treasurer's Report June-07			
June 1, 2007	Beginning Balance		\$2,272.19
Receipts			
1	Interest	\$0.16	
	Dues - 1@\$15 ea.	\$15.00	
	Half Pot 1/10	\$19.00	
	Donations	<u>\$19.00</u>	
	Total	\$53.16	
Disbursements			
	Newsletter Printing	<u>\$16.00</u>	
	Total	\$16.00	
June 30, 2007	Ending Balance		\$2,309.35
	Balance ONB 06-30-07		\$2,309.35
Submitted by	Bill Gowin, Treasurer		

EAA Chapter 21

Bill Gowin — Treasurer 204 Harper Ave. Evansville, IN 47714

Address Service Requested





Pete Wiggin — Newsletter Editor eaa21nleditor@hotmail.com

Upcoming Chapter 21 Events

Next EAA21 Chapter Meeting: Wednesday July 11, 7:00 PM, Skylane Airport

Rick Polete will be our special guest at the next Chapter 21 meeting. He will be discussing the Special Flight procedures for flying into this year's AirVenture Oshkosh. Rick is a controller at EVV Tower, and has been a Gypsy Controller at AirVenture for the last few years.

July 7 8:00 AM — 12:00 PM Young Eagles day at Henderson Co. Airport. (KEHR)

July 8 1:00 PM — 3:00 PM Sinful Sundays at Lee Bottom Flying Field (64I) Hanover, IN

July 13—14 Annual Wings Weekend — Mattoon, IL (KMTO)

July 15 All-You-Can-Eat Fly-In Breakfast Taylorville IL (KTAZ)

Monday July 23 — Sunday July 29

EAA AirVenture Oshkosh 2007!

See you there!

July 23 - 29, 2007