



Redstone Arsenal Flying Activity Monthly Newsletter

Redstone Arsenal
Flying Activity 

Redstone Arsenal Flying
January 2006



NTSB SAFETY ALERT

National Transportation Safety Board
★ Aircraft Icing

Pilots urged to beware of aircraft upper wing surface ice accumulation before takeoff

Fine particles of frost or ice, the size of a grain of table salt and distributed as sparsely as one per square centimeter over an airplane wing's upper surface, can destroy enough lift to prevent a plane from taking off.

- Almost visually imperceptible amounts of ice on an airplane's wing upper surface during takeoff can result in significant performance degradation.
- Small, almost visually imperceptible amounts of ice distributed on an airplane's wing upper surface cause the same aerodynamic penalties as much larger (and more visible) ice accumulations.
- Small patches of ice or frost can result in localized, asymmetrical stalls on the wing, which can result in roll control problems during lift off.
- It is nearly impossible to determine by observation whether a wing is wet or has a thin film of ice. A very thin film of ice or frost will degrade the aerodynamic performance of any airplane.
- Ice accumulation on the wing upper surface may be very difficult to detect from the cockpit, cabin, or front and back of the wing because it is clear/white.
- Accident history shows that non-slatted, turbojet, transport-category airplanes have been involved in a disproportionate number of takeoff accidents where undetected upper wing ice contamination has been cited as the probable cause or sole contributing factor.
- Most pilots understand that visible ice contamination on a wing can cause severe

aerodynamic and control penalties, but it is apparent that many pilots do not recognize that minute amounts of ice adhering to a wing can result in similar penalties.

• Despite evidence to the contrary, these beliefs may still exist because many pilots have seen their aircraft operate with large amounts of ice adhering to the leading edges (including the dramatic double horn accretion) and consider a thin layer of ice or frost on the wing upper surface to be more benign.

What should pilots know and do to fly safely in icing conditions?

- Pilots should be aware that no amount of snow, ice or frost accumulation on the wing upper surface should be considered safe for takeoff. It is critically important to ensure, by any means necessary, that the upper wing surface is clear of contamination before takeoff.
 - The NTSB believes strongly that the only way to ensure that the wing is free from critical contamination is to touch it.
 - With a careful and thorough preflight inspection, including tactile inspections and proper and liberal use of deicing processes and techniques, airplanes can be operated safely in spite of the adversities encountered during winter months.
- National Transportation Safety Board
- Pilots should be aware that even with the wing inspection light, the observation of a wing from a 30-to 40-foot

distance, through a window that was probably wet from precipitation, does not constitute a careful examination.

- Pilots may observe what they perceive to be an insignificant amount of ice on the airplane's surface and be unaware that they may still be at risk because of reduced stall margins resulting from icing-related degraded airplane performance.
- Depending on the airplane's design (size, high wing, low wing, etc.) and the environmental and lighting conditions (wet wings, dark night, dim lights, etc.) it may be difficult for a pilot to see frost, snow, and rime ice on the upper wing surface from the ground or through the cockpit or other windows.
- Frost, snow, and rime ice can be very difficult to detect on a white upper wing surface and clear ice can be difficult to detect on an upper wing surface of any color.
- Many pilots may believe that if they have sufficient engine power available, they can simply "power through" any performance degradation that might result from almost imperceptible amounts of upper wing surface ice accumulation. However, engine power will not prevent a stall and loss of control at lift off, where the highest angles of attack are normally achieved.
- Some pilots believe that if they cannot see ice or frost on the wing from a distance, or maybe through a cockpit or cabin window, it must not be there - or if it is there and they cannot see it under those circumstances, then the accumulation must be too minute to be of any consequence.

Flying Activity Newsletter to begin again

We have decided to restart the monthly newsletter. We hope this newsletter will assist the membership in staying informed of current events, safety concerns and other issues at the Flying Activity. All comments will be welcomed. We look forward to hearing from you. Please contact us at admin@flyingactivity.com.



Bob Scheppler
Chief Flight Instructor

Chief Instructor's Corner

As you probably know, I've been appointed chief flight instructor. Wow, lot of responsibility and a bit overwhelming. I'd like to ask for everyone's help and patience during this transition, especially from the flight instructors. I hope this newsletter will prove valuable in keeping all the members more up to date on things occurring at the Flying Ac-

tivity. The new suggestion box located in the lobby is available for your comments. Safety has to be our number one priority. If anyone has a safety issue or concern, please bring it to my attention. Along those lines, would everyone please update their phone numbers in the computer system, and indicate in one of the boxes a [c] for cell phone, if you

have one. There have been a number of times this information would have been helpful in assisting FSS trying to locate a pilot they needed to contact. Scheduling issues might also benefit from this information as well. Thanks for your help. Fly safe and enjoy.

Business Manager's Corner



Tim Thompson
Business Manager

- **Member Incentives:** If any current member recruits a new member to the Flying Activity a \$50.00 credit will be provided to you toward flight time. Once the new member accrues 5 hours of flight time the sponsor will receive an additional \$50.00 credit. This offer will expire the end of April 2006.
- **Chief Flight Instructor :** Bob Scheppler has been appointed the new Chief Flight Instructor for the Flying Activity. He has been a dedicated flight instructor for the past four years at this activity and we look forward to his experience and leadership as

he assumes his new duties.

- **Suggestion Box:** We now have a suggestion box located outside of the flight instructor's office. We welcome any and all input. It is very important that you let us know what we are doing well and what needs to be improved. **All suggestions and concerns will be addressed. If you desire a written response please provide your name and email address so that we can provide you an answer .**
- **Aircraft Rental Reduction:** **N9791F** rental rate has been reduced from \$88.00 per hour

to \$78.00 per hour. We believe that this is a more reasonable rate for this aircraft.

- **Question of the month:** See back page of this newsletter for the question of the month. Answer the question and place it in the suggestion box. All correct answers will be placed in a drawing each month and the winner will receive a \$50.00 credit toward flying hours.

Maintenance Manager's Corner



Derek Romine
A&P Mechanic

Maintenance Updates:

Piper Arrow N4884T: It is currently being worked on by one of our CFI's, Ted Stokes, who is also a qualified A&P mechanic. All work is being inspected by an IA and it will be inspected by the FAA when all work has been completed. We are looking at a late January-February timeframe for completion. More specific updates to follow.

Aircraft Squawks: When aircraft squawks are repaired, the documented repair will be available to all. Documentation of the squawks will be kept in the white fly away book until they become too lengthy. A separate folder will then be kept in

the flight planning area for each individual aircraft.

A few reminders concerning our aircraft:

- Please insure that you tie down the aircraft correctly. This becomes vitally important during windy days. If you are unsure about how to get the ropes tight let me know and I will show you a few tricks to ensure a successful tie down.
- Please ensure that you use a tow bar for moving of aircraft and that the tow bars are properly stored in the aircraft or on the flight line by the fuel station.

- In this time of cold weather electric cords have been provided and are in front of the hanger for you to plug in our aircraft that have preheaters. This should be done the night before a morning flight. We will be more than happy to assist you if you are not sure how to do this. Please contact me to setup a time when I can show you how to do this.
- **REMINDER:** Priming aircraft in cold weather is different then in warm weather when starting. Please read the POH and checklists on the correct starting procedures in cold weather.



CFI's Corner: Runway Incursions

Runway incursions continue to be an item of emphasis for the FAA. During fiscal year (FY) 2001 through FY 2004, *PILOTS* accounted for over 50% of all runway incursions. Although this decreased in FY 2005, the FAA continues to focus on ways to further improve this number. If you are close to taking a Practical Flight Test, you can expect to have some oral questions about "Surface Operations", to include markings, signs, ATC radio communications, etc. Failure to comply with airport markings, airport signage, or ATC directions will most likely result in a failure on a practical examination, and/or could easily result in a reported "deviation" by ATC in a towered airport environment. Given the emphasis that the FAA is currently placing on preventing runway incursions, a reported deviation could easily result in a suspended pilot certificate.

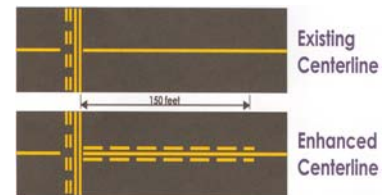
Believe it or not: The majority of pilot caused runway incursions result from pilot's acknowledging ATC hold short instructions, and then proceeding across the hold short markings anyway! Obviously, in this case, the pilot-ATC communications was working; it's just that something else (between the pilot's ears?) apparently wasn't! Remember: if directed by ATC to "Hold short of runway xx", you must read back the instruction, and stop so that *no* part of the aircraft extends over the first solid line of the holding position marking. A good rule-of-thumb is to stop far enough from the holding position marking that the entire marking is visible when looking directly over the nose of your airplane. (Remember that you must also insure that all parts of the airplane are past the markings when you turn off the runway after landing.)

One way to make sure that you are able to hold short as required is to slow down as you approach the runway holding position! It's often funny (not) to watch a pilot taxi (quickly) right up to the hold short marking and then slam on the brakes! It may be possible to calculate their ground speed by counting the number of times the nose "rocks" up and down prior to the airplane coming to a full stop. Apparently the FAA is also aware that many pilots need some additional warning that they are approaching a runway holding position: there is a new standard for taxiway centerlines to provide a visual cue that pilots are nearing (within 150 feet) a runway holding position. The enhanced taxiway centerline markings are required to be in-place by June 30, 2008 at the 72 busiest passenger airports. For those of us flying out of the Huntsville area, the closest airports requiring the new markings are: Nashville International, Memphis International, and Atlanta Hartsfield-Jackson. Not many of us utilize Hartsfield-Jackson airport in the aircraft we have available at Redstone, but Nashville and Memphis are fairly common destinations. While the enhanced markings are optional at all other airports; I wouldn't be at all surprised to see them appear at many of these smaller airports near us (such as Huntsville and Birmingham) in the future.

So, one more airport surface marking to remember! If you are planning a first trip (or haven't been there for quite some time) to one of the larger airports, be sure that you know (or review) surface operation procedures and signage/markings. This is doubly important if you will be arriving or departing that airport at night! If you still have any questions: *please* find one of our instructors ... they will be more than happy to help!



Ed Myszka
CFI, CFII, MEI



Flight Accomplishments Corner

Since this is the first newsletter in our series, the following Airmen accomplishments are from the last 4 months of the year.

Instrument Rating:

Lewis Spencer: 27 Sep 05

CFII: Frank Fleming

Private Pilot:

Dana Sweitzer: 23 Sep 05

CFII: Robert Murphy

Michael Sullivan: 19 Oct 05

CFII: Jim Brewer

David Riquelmy: 02 Nov 05

CFII: Dan Malcom

Scott Brown: 10 Dec 05

CFII: Bob Scheppler

First Solo:

Don Edmondson: 02 Sep 05

CFII John Kilcrease

Leonard Fisher: 26 Sep 05

CFII: Ed Myszka

David Hergenroeder: 18 Oct 05

CFII: Sonny Morea

Barry Schrimsher: 20 Nov 05

CFII: Rob Lindstrom

Ricardo Rodriguez: 02 Dec 05

CFII: Craig Cruzen

Congratulations to ALL on your flight Accomplishment!!



Upcoming events Corner

Flying Activity Cookouts: Just a reminder that each Saturday between 11:00 AM and 1:00 PM the Redstone Flying Activity cooks hamburgers and hotdogs for anyone wishing to partake.

Sales and Purchases: Reminder that there is a volunteer in the office between 9:00 AM and 2:00 PM on Saturdays. If you have a need to purchase equipment, charts, supplies, and t-shirts, they are available for sale.

Safety Seminar:

An Evening with an Air Traffic Control: Thursday 19 January 2006, 7:00 PM at the Lockheed Martin Corporate Auditorium, 4800 Bradford Drive NW, Huntsville

This will feature recent advances in ATC technologies and procedures. Will also discuss pilot controller responsibilities and interactions.





Bldg 4828
Redstone Arsenal, AL 35898-5355
Phone: 256-881-3980
Fax: 256-880-9495
E-mail: admin@flyingactivity.com

MWR's Premier
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Redstone Arsenal
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Our goal is to be our patron's first choice for flight training , and to continue our journey to become a world class Flying Activity. We train the very best pilots by providing them the best instructors, facilities and aircraft in one of the best training environments in the world. We ensure our graduates possess the skills, knowledge, and confidence necessary to fly and compete in the demanding and ever changing world of aviation.

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Items of Interest Corner

For Sale:

Piper Cub: In early January our Piper Cub will be pulled from the hangar, and will be placed on EBAY for Sale. The Flying Activity Members will be notified when the sales starts in case you are interested in bidding on it.

Insurance Coverage

Insurance Coverage concern: The question was raised at the town hall concerning insurance coverage for the members. The following answer is provided:

1. Who is insured?

Individual members and authorized participants of aero clubs

The United States Government and its instrumentalities for liability arising out of your or Army Aero Club ownership, maintenance, operational control, or use of insured aircraft

Employees and agents of Army Aero Clubs

Persons who are Army Aero Club contract instructors for liability arising out of their contracted Club instruction duties

Persons who are Army Aero Club contract maintenance personnel while operating Aero Club aircraft in connection with their contracted Aero Club maintenance duties

- 2. Policy Territory: Worldwide
- 3. Coverage limits

Each passenger \$1,000,000

Each occurrence \$5,000,000

NEW!! DISCUSSION FORUM FOR RAFA MEMBERS AND INSTRUTORS:

One of our instructors, Stan Prevost, has generated a web-based discussion forum for RAFA members and instructors. [Disclaimer: This is a private forum, on private web space, and is not officially sanctioned by the U.S. Government nor the Redstone Arsenal Flying Activity. It is intended that this forum can serve as a way for members to discuss general aviation issues or RAFA-specific issues, and to engage one another and instructors in open (civil) discussion. It can also be used by the Activity to disseminate information about events, airplanes, facilities, or

general information to the extent the Activity management and Chief Flight Instructor choose.

This forum cannot be viewed by the general public (not guaranteed), and is available only to RAFA members, instructors, and management.

To sign up, go to http://aviation.sprevost.net/ph_pBB2/index.php and use the "Register" function at the top right of the screen. This will send the information to the Administrator who will verify membership (and instructor status, if applicable). You will receive an email when the registration is complete. Use real names only, please.

When you gain access, read the Administrative section for forum information and rules. This section will be updated from time to time.

There will likely be growing pains with this new forum, so please be patient.



Items for Sale: If you have any aviation items that you wish to sell in this newsletter please let us know.

NOTAM Awareness:

Make sure that you check NOTAMS at

<https://www.notams.jcs.mil/>. This service is provided to ensure that you can read all published NOTAMS that are available for your flight. REMINDER!! You still need to get current NOTAM information from your flight briefing prior to your flight. This site provides NOTAM information that would not normally be given in the briefing.

QUESTION OF THE MONTH

On his flight to a new airport Capt. Joe, as he likes to call himself, over-flies the field and is confused with the four white stripes or hash marks he sees painted on the runway threshold. Had he been on top of things other than his ego, he would have known this indicates _____. Place your answer with your name and ID number in the suggestion box by 28 January for a chance to win a \$50 flying credit. Winner will be announced in next month's issue.