



The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 55 Number 10
October 5, 2016

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$10 donation)

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

--- Mail ---
PO Box 6192
Santa Rosa, CA 95406

October 5, 2016 Program

Reno Air Races Re-Cap

Reno Air Races Re-cap and other flying stories, narrated by Larry Rengstorf and CJ Stephens. Join us for stories, background, and the latest excellent videos.



Dinner Menu

Octoberfest – BBQ Sausages, Rot Kraut (red cabbage), German Hot Potato Salad, Five Bean Salad, Brownies. Dinner \$10

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: ea124newsletter@sonic.net

[Marysville Golden West Fly-In October 15](#)

The Makings of a Test Pilot: Livermore

(from the personal papers of Lt Colonel Oliver E. Deal, USMC)

A quick reminder of the background for this story: In 1942 my father, Oliver Deal, began training to be a Naval Aviator. After doing Civil Pilot Training near Omaha, Nebraska, he started training with military instructors at the [Livermore Naval Air Station](#). Apparently, when he was writing this down, he had trouble remembering the name of a Navy Lieutenant who had helped him prepare. I replaced the blank on his pages with the name Ace, which I think expresses the respect my Dad had for skills. Now, more of his story:

Several of the instructors gained fame among the cadets for their characteristic responses to the performance of students on their check flights. Some were considered "Santa Clauses" because they would pass a student on almost anything. Others were considered hard - like Marine Captain Blackburn, who had been quoted as saying that he felt personally responsible for the future of any cadet he passed on a check flight.

I felt his response, while "hard," had been developed in an adult manner. Persons respond in a variety of ways. Like a new parent, the new instructor may be soft because his own instructors had been hard, or vice-versa. But more were hard because their own instructors had been hard and they felt that this treatment should be passed along to others. Some clearly felt that flying was an organization in which the puberty rites must be observed. But there was one instructor at Livermore who apparently was hard because he wanted the reputation of being hard. His name was Lt. Breen. Captain Blackburn was considered "firm but fair" in the traditional military sense. Breen was considered simply unfair. The cadets called him "downcheck Breen."

In a talk before our class, Lt. Breen once discussed the pleasures of being a pilot. "Flying," he said expansively, "is more enjoyable than anything else you can do!"

"Than anything?" asked a smirking cadet in the back row. "Are you married, Mr. Breen?"

"Yes," snapped Breen. "But that's different!" He blushed and was flustered. The cadets were delighted.

I had been at Livermore for about a month when I heard another story about Lt. Breen from a cadet who had just had his "F" check at the end of the formation phase of flying.

It seems that this cadet and the two others with whom he had undergone formation training were standing outside the operations building, waiting to be assigned aircraft for their check. Their

names were called over the loudspeaker, to be written on the outdoor blackboard by a yeoman. The plane assignments were called out and duly recorded. Then, to the consternation of all three, the loudspeaker aid, "Check pilot - Breen." They turned as a man and laughingly shook their fists at the man with the microphone in the window above.

The fist shaking was terminated by a voice behind them. "All Right, let's go. We all know how it's going to come out, but we might as well fly it anyway." It was Lt. Breen.

These cadets swear that they made a perfect flight. They were determined to show Breen that they could fly well. Nevertheless, after the flight he walked up to the board without a word to any of them, and drew a downward pointing arrow, indicating a "down," or failure, by each cadet's name. There was no critique and no defense.

I was assigned Lt. Breen for my "D" check. The phase of flying which I had just completed included most of the acrobatics, plus short field approaches (S-turns to a landing), slips to a circle, and emergency landings, in which the student's judgment of the best field on which to land had necessarily to agree with the instructor's.

After all I had heard, I had little respect for Breen. I expected to get a "down" from him, and therefore met him with what was probably even more disdain than he had for me. This disdain, plus Lt. Ace's excellent snap rolls, were probably my best defense.

I recognized Lt. Breen's familiar figure walking toward the blackboard. I advanced toward him and saluted. "Good Afternoon, Sir. I'm Cadet Deal, and we're scheduled for a D-check."

"What's our plane number?" he asked. I told him. As we walked toward our assigned N2S he said, "I feel it's only fair to warn you that out of the last forty check rides, I've given only one "up!"

"I'm aware of that, Sir."

"Are you at all ready for a check?"

"Yes, sir." My comforting disdain mounted. We boarded without another word, and I taxied out for takeoff, carefully using the prescribed S-turn technique, since I couldn't see over the nose.

We proceeded first to the acrobatic area, where Breen asked for a loop and then some wing overs. I complied, knowing in my heart that he wasn't as good a pilot as he demanded others be. In a dry voice over the one-way [gosport](#), he criticized each move I made. His voice held an intolerant sigh of weariness when he said, "All right - do a snap-roll, then. To the right."

Now, it might seem that Breen had deliberately stacked the deck against me. To begin with, a snap roll to the right is harder than to the left, since on a reciprocating-engined aircraft, the right wing is harder to stall by itself-at least by conventional methods.

Furthermore, his attitude and voice were carefully designed to upset me psychologically. I might easily have succumbed if he had not asked for the snap-roll so early in the flight. But Lt. Ace's careful tutelage had prepared a surprise for Lt. Breen. With care I adjusted the throttle to give the prescribed RPM, then pushed the nose over gently to gain the correct airspeed, pulled up gently to place the nose slightly above the horizon, and began my snap-roll, using Lt. Ace's well conceived technique. The stick was pulled full back and the right rudder kicked full throw, simultaneously. This had the effect of stalling the right wing, leaving the left wing not stalled, its tremendous lift gave the little Yellow Peril an abrupt roll acceleration to the right. Before the plane had rolled 90 degrees, the stick was arced clear to the right and forward almost to the neutral position. At the 180 degree point, with the aircraft inverted, the rudders were neutralized. Then, about 15 degrees before the wings became level again, the stick was snapped clear to the left and neutralized. The aircraft was suddenly flying straight and level again.

Now a purist might argue, with some justification, that this was not a true snap-roll -- that the right wing was not stabilized after the 180 degree point, and that it was an aileron roll from that point on. Lt. Ace would be the first to acknowledge this. But, given the initial high roll rate, the maneuver *felt* like a true snap-roll throughout. A person without Lt. Ace's analytic ability would never know the difference. The beauty of the method lay in the ease with which the roll could be terminated with wings precisely level. It was indeed a rare pilot who could consistently terminate a conventional snap-roll within 10 degrees of wings level. Often, they fell off into near spins.

I held the N2S in careful level flight, waiting for a comment. For several seconds, no word passed over the gosport. Then Lt. Breen said, "O.K., Now do an Immelman." I favored him with as close to a *!#%!@!* Immelman as I could. "All right, now do another snap-roll -- this time to the left."

I was encouraged by the recent lack of criticism, and performed the snap-roll with comfortable precision. He then asked for another right snap-roll, a slow roll, a left snap-roll, a split-"S", a right snap-roll, a loop, then a whole series of snap-rolls. I was flying with far better than my usual skill and knew it. After about the third snap-roll I was aware that his head was bent over during each snap-roll. I realized that he was watching the controls to see how the roll was done. My only fear was that he would complain that I was not performing true snap-rolls and insist that I use conventional methods - but he didn't. Evidently, the speed of the maneuver was sufficiently like a normal snap-roll so that this complaint never occurred to him. Those snap-rolls were the finest I ever performed,

and I have loved the maneuver ever since.

Short field approaches came next. The field was circled by the student, who had to be able to land on the field successfully after a cut throttle in any of four classical positions around the field. I must say for Breen that his understanding of these positions matched mine almost identically -- I was able to predict his cuts within three seconds. I was riding high and began to fear super-confidence.

After the last approach on the short field, Breen actually complimented me. I was climbing out over a small grove of trees. The compliment struck me as strange, and I felt I must not accept it as real.

It suddenly occurred to me that now would be an ideal time for him to cut the throttle for an emergency landing. I looked around to see where I would land. Then I noticed that his head was moving, too. He looked to the right and then to the left -- then his head stopped as if his attention was fixed on something about 25 degrees to the left. I looked and saw the ideal field for my landing.

There was one unique feature of the throttle quadrant in the rear seat of the N2S which came to mind. If the cadet's hand were relaxed upon the throttle, and the throttle were suddenly retarded from the front seat, the side of the cadet's hand would be brutally pinched. I carefully raised my hand from its relaxed position. Less than a second later the throttle came aft just as sharply as I had anticipated. Within half a second I had pushed the stick slightly forward and to the left kicking right rudder, thus putting the N2S into a slip for the desired field. An instant later the throttle went forward again, the stick shook and Lt. Breen said, "I've got it!" Now I was able to relax.

We landed, without further conversation, at another outlying field. Near the center of this field was a white circle about 50 feet in diameter. Breen taxied over to the fence near a group of other instructors. He got out, and passing my cockpit, he said "O.K. -- slips to a circle -- four out of six."

"Yes, sir!" I said, and taxied out for takeoff.

I was inspired, and landed with all three wheels in the circle five out of six times. I taxied back after the last landing and stopped to pick up Lt. Breen. I was exuberant over my success, but he had a surprise for me. As if he had not watched at all, he said, "O.K., how many did you make?"

I was stunned. It occurred to me that the landings might look quite different from the edge of the field.

"Four out of six," I said.

He smiled. "O.K., get in the front seat," he said.

I had passed my 'D' check.



Navy N2S Trainer

Restaurant Pyreps:

(From Paul Trexel)

Two new fly-in restaurants are up and running for us to get breakfast, the \$100 hamburger, or dinner with fine Italian food and steaks.

Lampson Field, Lake Port, 102

Giovanni's at the Skyroom

After a long facility reconstruction, the Italian restaurant Giovanni's at the Skyroom is now open at Lampson and was patronized by two EAA Chapter 1027 members recently who had lunch at the bar which has a view of the runway, reporting good food. They have burgers, salads and such for the bar menu, and a full dinner menu available 5 to 9. The bar opens for lunch at noon; restaurant closed Tuesdays. www.giovanisskyroom.com

Red Bluff Airport, Red Bluff KRBL

Leigh and Val's Wings and Wheels Restaurant

The former owners of Valeighs Airpark Restaurant are back in business at Red Bluff airport in a brand new facility on the ground floor of the terminal building where Valeigh's operated upstairs,

then later as The Hangar Restaurant. ADA laws compelled a ground floor operation as the building was being remodeled.

Chapter 1027 restaurant critics flew up there today for breakfast, and were quite impressed with every aspect of the restaurant under the command of Val again, with good food and good service, with Val and 3 or four other waitresses waiting tables. The restaurant area is in the old aviation museum on the ground floor, just to the left as you enter the building.

It looks great, with two bay windows with views of the ramp, a brand new interior appearance with aviation pictures on the walls, and new furniture. The seating capacity may be slightly less than when upstairs, but not cramped. It has a spanking new kitchen with state of the art equipment, with two professional cooks putting out the usual high quality food Val is famous for. Summer time temps are no problem inside with new, efficient air conditioning.

Val's reputation has brought back all of the former customers, so you may see lobby waiting at times, depending on the time of day, and day of week. They are open 7 days, 7 AM to 2 PM.



Bob Ferguson is selling this beautiful RV-9A

Fly Mart

For Sale: (10-16) 2009 Van's RV-9A TTSN 590 hours. Engine is a Titan O-320 with dual Light Speed Engineering Plasma II+ ignitions systems, and Sterba prop. Instruments include-- Dynon D 100 EFIS, Dynon D120 EMS, Dynon 2 axis auto pilot with AP74 panel, Garmin 196 GPS, Garmin GTR 225 comm radio, Narco AT50A transponder, Byonics APRS tracking system. Asking price is \$70K.
Bob Ferguson 707-539-5665

For Sale: (10-15) Stainless Steel firewall material. 26 gauge 4ft X 7ft. \$90 for all or \$50 for half.
Jim Duvander 707-953-0129 jim@duvander.com

For Sale: (8-15) disassembled continental A65 - needs crank and camshaft. New engine gauges, ammeter, airspeed indicator, new aluminum prop extension and new brake actuator. Paid \$400 - Byron Barnes 707-980-4818
barnesbyron75@gmail.com

For Sale: (7-15) Seat Parachute - needs a fresh repack but otherwise in very good condition. Will sell it cheap to a member if interested \$350. Steve Pizzo, 707-829-7038

For Sale: (7-15) RV-6A Tricycle, Less than 80 TT, 180 HP - \$79,900. See Flickr link below. Ogden Utah. Call Angelo at 801-391-3873 <https://www.flickr.com/photos/angelosrv6a>

For Sale: (7-15) Two Bendix magnetos for 4-cylinder Lycoming (O or IO 320); converted Falco to dual electronic ignition. 1 left, 1 right rotation; both with impulse couplings. Harness, impulse coupling adapters, long mounting studs included. Time in service: 344 hours. Also available: 4 new Tempest massive electrode spark plugs, 4 well-used Champion fine-wire spark plugs, 1 brand-new TSO'd magneto noise filter. \$250 each, \$450 for both. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (7-15) Garmin D2 pilot watch with GPS, worldwide airport database. Bought for Atlantic ferry flight that was canceled; worn 1 day to prove it works great, so basically new. Original box and all accessories included. New \$450, will sell for \$375. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (11-14) Aero Tug E-200 with New Batteries - \$800 - contact Bill at (707) 938-1465

For Sale (11-14) Engine Stand for Lycoming and Continental engines - \$250 - contact Bill at (707) 938-1465

For Sale: (8-13) RV8 - 1/3 Share. Superior IO 360/9.5 pistons, Hartzell Blended Airfoil C/S Prop, IFR Equipped all Glass Panel, Auto Pilot, Smoke System, Approx. 300 hours total time, Contact: Carl von Doymi, cvondoymi@gmail.com, (415) 845-6448

For Sale: (3-13) AirTech Fuel Cap Tool. This high tech tool helps pilots open many types of aircraft fuel caps, doors and latches. Contact Ryan Beck, ryan.beck1@yahoo.com for information.



(Reprinted with permission of John L Hart FLP)

News/Notes From the Editor...

Golden West Flying notes from Jim Booth:

- Honeycut will be supplying fuel from their truck at a 50 cent/gal. discount for all who fly in.
- There will be a "Wings" presentation by the FAA regarding Drone Operations.
- All fly-in EAA Competitors and their passengers will receive a free breakfast voucher served by Placerville Chapter 512.
- Young Eagles Pilots are needed to give rides at the Fly-In, and a fuel allowance will be provided for those who participate! Remember, they also supply points for the

competing Chapters, so please encourage them to come. Young Eagle aircraft should park on the North end of the ramp by the restaurant.

- 1st Place Chapter takes home \$350 and 2nd Place \$100.
- Please forward the 2 above attachments to your Chapter members.
 1. ID Form to show the marshalls upon arrival when parking.
 2. Competition Form to indicate how Chapters points will be awarded.

Golden West Organizers have stated that there will not be an FAA Tower or Ground Control. Unicom will be staffed and should be able to provide guidance for parking. Remember to check NOTAMS before departure. Plan to arrive by 8:30 am because judging will start at 0900. Refer to the Aircraft ID Sheet which has more information. If you have any further questions, please email or give me a call. Home: 530-470-8414, Cell: 530-559-7844

Take Your Mother Flying!

Here is a picture of my 91-year-young mother just before we went on an aerial tour of Sonoma County in my RV-12. She is a real trooper! -- Dave Heal



Interesting Aviation Links

(thanks to Paul Trexel)

Oops- [Click Here](#)

Sully Official - [Click Here](#) About a 20 page PDF

Where are they? - [Click Here](#)

Opinions? - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes September 7, 2016

Meeting was called to order at 5:35 PM by Pres. Jim Boyer

1. President's report:

Jim Boyer asked Board members to consider running for another EAA Chapter 124 Officer or Board position. Or nominate someone from the floor for a position in the November 2, 2016 election. A nominating committee will be contacting members after September 30th, 2016. They will be presenting a slate of suggested Executive Officers and Directors to the membership.

Jim reminded everyone of the AOPA Trivia night Thursday September 22 at Flamingo Resort 2777 Fourth Street in Santa Rosa from 7PM to 8:30PM.

Jim posted information about the Golden West Regional Fly-In on the bulletin board outside the meeting room. The Fly-In will be on Saturday October 15 at Yuba County airport and is a free admission event. A prize of \$350 will be awarded to the winning EAA Chapter in airplane judging contest of 2 contemporary (1970 or newer) and 1 experimental aircraft participating in (i) a Flour bombing contest and (ii) a Spot landing contest. Bonus points will be awarded to EAA Chapters providing Young Eagles flights. Call Jim Booth at 530-470-8414 for more information.

2. Steve Waite, Chairman of the Wings Over Wine Country EAA Committee, reported they have 6 aircraft to display at WOWC. Steve asked for help to staff the Chapter booth during the September 24-25 Wings Over Wine Country Airshow. Help is especially needed for Saturday late afternoon.

3. Josh Hochberg Young Eagles Co-ordinator asked for pilot and ground crew volunteers to work the Young Eagles Rally planned for October 8 (rain day October 9) at EAA Chapter 124 site.

4. John Whitehouse's Treasurer's Report - Club took in \$1959 last month and spent \$5,451 thanks to rent and property taxes paid to the county.

5. Andy Werback's Vice President/Programs - Motion made, seconded and approved to donate \$250 to PCAM for use providing the volunteers dinner Saturday night of WOWC, and allowing the use of the BBQ and cooking tools.

6. Larry Rengstorf's Facilities Report - No report at this time.

Board meeting adjourned at 5:53 PM.

My thanks to Marlon Young and Jim Boyer for recording the proceedings and compiling the notes in my absence.

Respectfully submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes September 7, 2016

Minutes of EAA Chapter 124 General Membership Meeting;

Called to order by Pres. Jim Boyer at 7:10PM

1. Thank the Cooks - Sam chief cook, Mike Finn BBQ expert, Gay, Arlene and Geri helpers to clean up cooking; Tim Peterson, Dan Steinhoff and Oscar for cleaning up the Chapter facilities.

2. Welcome first time Visitors to chapter: Don Helm introduced Curt A--- from Petaluma; Eric Chase building 50 foot carbon fiber/composite flying wing. Also building custom submarines; Ron Alvestal introduced his brother Lars Alvestal from Sweden who flew for SAS and Swedish Air Force.

3. Motion to approve minutes for August 3, 2016 approved.

4. President's report by Jim Boyer:

Jim asked Board members to consider running for another EAA Chapter 124 Officer or Board position. Or nominate someone from the floor for a position in the November 2, 2016 election. A nominating committee will be contacting members after September

30th, 2016. They will present a slate of suggested Executive Officers and Directors to the membership.

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5. Steve Waite, Chairman of the Wings Over Wine Country EAA Committee, reported they have 6 aircraft to display at WOWC, and later updated that to 8 aircraft. Steve asked for help to staff the Chapter booth during the September 24-25 Wings Over Wine Country Airshow. Help is especially needed for Saturday late afternoon.

6. Josh Hochberg, Young Eagles Coordinator, asked for pilot and ground crew volunteers to work the Young Eagles Rally planned for October 8 (rain day October 9) at the EAA Chapter 124 site.

7. Treasurer's report by John Whitehouse- The Chapter took in \$1959 last month and spent \$5,451 thanks to rent and property taxes paid to the county.

8. Andy Werback gave the Vice President/Programs report. He announced the Board had approved a donation of \$250 to PCAM to provide the volunteers dinner Saturday night of WOWC. The Board also approved the use of the club BBQ and cooking tools at the volunteers dinner.

9. Bob Gutteridge reported on the upcoming Flyouts. A list was posted on the bulletin board outside the club meeting room.

10. The CAFÉ Foundation report was given by John Palmerlee, who also provided an update on his personal electric powered pickup truck.

11. Brien Seeley announced he will chair the next SAF symposium in April 2017.

12. Doug Dugger reported on building a new Zenith 750 Cruiser. He invited anyone interested to come to Cloverdale and look at it. It is

designed for a cruising speed of 120mph.

13. Program: Beth Stanton, President IAC Chapter 38, Aerobatics and IAC 38. Beth showed videos of her learning to fly aerobatics and gave a short history of why and when she became interested in aerobatics. The videos were very well done and inspiring and appreciated by all members present.

The minutes this month were recorded and compiled by Marlon Young and Jim Boyer in my absence. My thanks to them for their diligence. Any editorial errors are mine.

Respectfully submitted,

Ben Barker, Secretary



Chapter 124 Contact Information

President: Jim Boyer (15/16) (707) 571-8001
Vice President: Andy Werback (16/17) (707) 823-5616
Secretary: Ben Barker (16/17) (707) 838-0238
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Marlon Young (16/17) (707) 479-9994
David Heal (16/17) (707) 953-5021
Steve Waite (16/17) (707) 837-9354
Sher Shipway (15/16) (415) 584-9682
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David Heal home: (707) 838-0261
cell: (707) 953-5021

Young Eagles: Sher & Ray Shipway (415) 999-0949
Librarian: Walt Ferris (415) 482-8331

EAA Chapter 124 5550 Windsor Road Windsor, CA 95492

Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$7) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left.

Members are invited to submit articles of interest. You will be notified whether or not an article will appear in the current issue.

Please email articles to: eaal24newsletter@sonic.net
or mail to: Stuart Deal
430 Secretariat Ct
Santa Rosa, CA 95401

Deadline for newsletter submissions is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

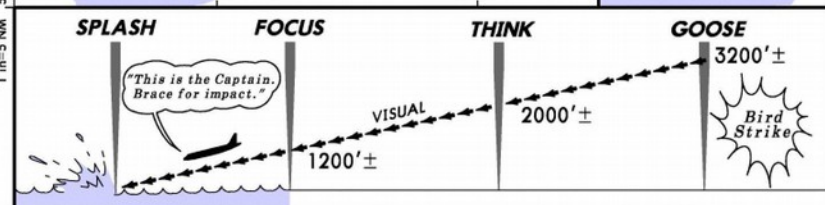
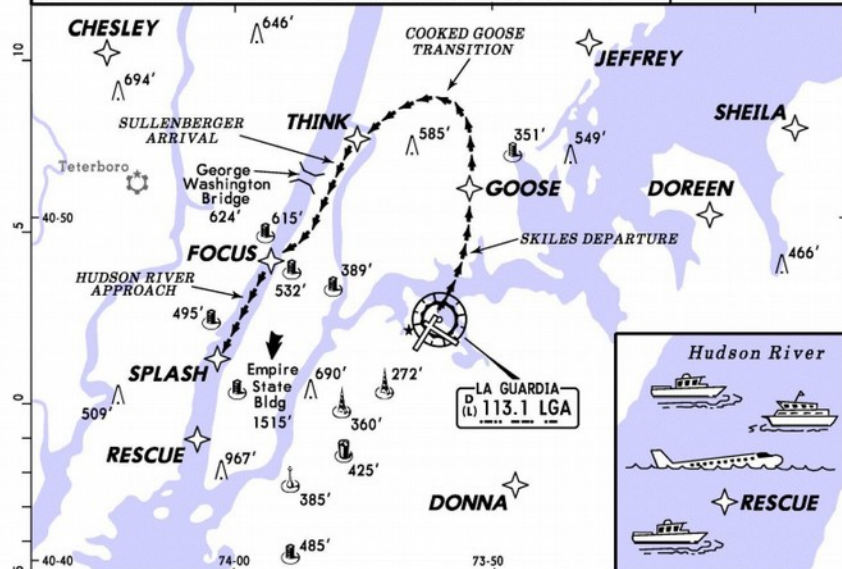
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KLGA/LGA
LA GUARDIA

JEPPESEN
AUG 2010 (No. 1)

NEW YORK, NY
HUDSON MIRACLE APCH

| | | | | |
|--|--|--|---|--|
| D-ATIS Arrival 125.95 | NEW YORK Approach (R) 120.8 | LA GUARDIA Tower 118.7 | Ground 121.7 | Emergency 121.5 |
| VFR ONLY | Final Apch Crs HUDSON RIVER | Minimum Alt FOCUS (All You Can Get) | MDA(H) 0' (You're Committed) | Apt Elev 22' TDZE WET |
| MISSED APCH: None (ONLY ONE CHANCE). NOTE: After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS. | | | | US AIRWAYS Flight 1549 January 15, 2009 Airbus A-320 <div> 150 Passengers + 5 Crew 155 Survivors </div> |
| 1. SAAAR PROCEDURE: Special Aircrew, Airmanship, and Ability Required. 2. Duration of flight from Take-Off to Splashdown approximately 5 minutes. 3. Save soggy shoes and wet jacket. Donate to the EAA Young Eagles program. | | | | |



| | | | | |
|--|--------------------|--|--|-----|
| Gnd speed-Kts | 90 | 100 | 120 | 140 |
| VERTICAL ANGLE | Best You Can Get | | | |
| THINK to SPLASH | Comes Way too Soon | | | |
| STRAIGHT-IN LANDING HUDSON RIVER | | US AIRWAYS FLIGHT 1549 CREW | | |
| ETOPS APPROACH MDA(H) 0' (You're Committed) | | Flight Deck | Cabin Crew | |
| VFR Conditions Only | | Captain CHESLEY SULLENBERGER, III United States Air Force Academy(1973) US Airways(PSA Airlines)(1980) 35 Years Experience Total Flight Hours 19,663 | Flight Attendant SHEILA DAIL US Airways(Piedmont Airlines)(1980) 28 Years Experience | |
| | | First Officer JEFFREY SKILES US Airways(USAir)(1986) 22 Years Experience Total Flight Hours 15,643 | Flight Attendant DONNA DENT US Airways(Piedmont Airlines)(1982) 26 Years Experience | |
| | | | Flight Attendant DOREEN WELSH US Airways(Allegheny Airlines)(1970) 38 Years Experience | |
| | | | | |

ETOPS: Engines Turning or People Swimming.
CHANGES: Presented with Pride and Gratitude from your Friends at Jeppesen! © JEPPESEN, 2010. ALL RIGHTS RESERVED.

Octoberfest Explained:

(From [Wesley Deal](#))

The original, traditional seasonal brewing cycle in Germany started in October, so the reason for Oktoberfest was to use up the old beer and make room for the new brewing season.