

Notes from Around the Pattern

Greenville Airport

July 18, 2006

Welcome summer! Of course it is all over after July 4 right? Oh well, ..*AOPA Pilot* magazine has a column called "Never Again" while *Flying* magazine calls their column "I Learned About Flying From That." I think they are being kind. How about "Really Dumb Things I Have Done in an Airplane"? Here is my first installment... We were on a long final approach into Daytona Beach last April and lowered the gear early to get rid of altitude. After a few moments, the controller asked for a little more speed because of following traffic. The gear switch went to the up position, as did the gear...halfway... then the breaker popped. A call to the controller resulted in a turn to the east, out over the water. With 50 turns of the crank we had 3 green lights and an uneventful landing. After some refreshments, fuel and a diagnosis of a weak gear motor, we were on our way to Grandma's house in Venice. As we turned downwind we flipped the gear switch to the down position. Down came the gear... halfway... and once more the breaker popped. I looked back and Nancy's eyes were as wide as saucers. She pointed to the *unstowed* gear handle which had caught the strap on her purse and wound it until the motor stopped. We cleared the crank, pushed in the breaker, dropped the gear and landed normally... Now it doesn't take much imagination to come up with a whole series of "What if .." scenarios. We are thankful none occurred. Suffice it to say, it is another example of how the attention to details, or in this case, the lack of attention to details, can cause a lot of problems in an airplane.....

Upcoming events:

This **Saturday, July 22nd** we are going to have a little Fly In / Awards Picnic. It will begin around 1:00 pm., with awards at 2:00. The FAA will be presenting the Wright Brothers Master Pilot Award to Mr. Bill Trimm of Greenville. The Wright Brothers Award is for pilots with over 50 years of continuous flying. Bill started flying J-3's at Watson airport in Austintown, and worked as a commercial pilot, flight instructor and mechanic at several airports around northeastern Ohio. In 1963, he was hired to fly Beech 18's for the Jacobs Family out of Cleveland Hopkins airport. Over the years he flew many different aircraft including DC-3's, Gulfstream I and II's and Learjets. He retired in 1999... At the same time we are also going to present the 1st Clyde "Red" Uber Award to Dr. Frank Farone. Red Uber was a longtime Greenville resident who served on the airport commission for many years and recently passed away. To give you an idea of his flying experience, he instructed Paul Tibbets (the pilot of the Enola Gay) in the B-29. To give you an idea of the type of man Red was, in his obituary he requested that in lieu of donations you should "take a loved one out to dinner". He was a good guy. To honor his memory, we have decided to initiate an annual award to an individual who contributes to the interests of general aviation in our area. Dr. Farone is the 2006 choice. He has been an AME for 5 years, but started logging flight hours at age 11. He soloed in a Luscombe and now has over 2000 flight hours. His ratings include ATP, MEI, and CFII. He works as a CFI for Haski Aviation in New Castle, however his greatest contribution in our opinion is his ability to work through the maze of the FAA bureaucrats and help local pilots with their medical concerns so they can retain their flying privileges. We hope you are able to take a few moments to stop by and shake these fellas' hands. We will have burgers, hot dogs and drinks, please bring a dish and join us.

Saturday, August 12th will be our annual Fly-Mart and Yard Sale.. Clean out the garage... Jason is looking for some Cub parts. I have all my stuff ready to go... Give Carol a call for more info. The rain date is Sunday the 13th.

On September 23rd we will have the 3rd annual Lobster Fly-In. The lobsters will again be flying in.. (We have secured the necessary equipment for their safe transport), there will also be steak, fireworks and music. Reservations must be in by September 15....

In other news, we were saddened to hear of the tragic death of Tracy Dart. She was fatally injured in a training accident at Dart field. We are taking up a collection to send up to the Darts after the July 22nd picnic. Our thoughts and prayers go out to her family.

Late this summer we are going to begin renovation of the old yellow hangars. This will be a staged project that will probably take more than a year to complete. In the meantime, once we start, please be careful when taxiing around those building.

The AOPA recently began new promotion of their Project Pilot program to help boost the number of pilots. While I don't know if it will reverse the trend of the shrinking pilot population, at least it may help slow the bleeding a little. The crux of the program is that we pilots take an active interest in growing our ranks. Right now we are losing pilots and services at a steady rate. We don't have the WWII guys that always wanted to fly lining up for lessons. There is tremendous competition for the dollars spent on flying from such things as motorcycles, boats, RV's, sports cars, old cars... and not one of them requires extensive training, physicals, the FAA, etc.. Someone interested in flying can even cyber-fly on a PC simulator, and tool around in a 172 or a 737 for \$39.95, and never change out of his or her pajamas...This is without even mentioning the general emphasis of the "Be Safe" society that tries to scare the bejeebers out of everyone over everything from hurricanes, floods, eggs, and coffee, to asteroids and hemorrhoids. We are in a tough fight. But if we want to keep our access to the air, and have the services to support our passion, we are going to have to join the battle. All the AOPA is suggesting is that we try and be friendly and take an interest in the newcomers. At some point, all of us has found out how unfriendly and cliquish pilots can be. There is nothing more intimidating than walking into the local hangar flying session and having the entire conversation stop when you enter the room. We all need to try and be the person that gets up walks across the room to welcome the new guy or gal into the conversation. Folks, we don't have a whole lot of friends...we can't stand to make any more enemies. While things will probably never be as they were, it's going to take some effort to keep what we have.

Finally, last year we were notified through NOTAM that the VOR-A to 4G1 was decommissioned due to an unreliable signal from the YNG VOR. The problem was trees around the station disturbing the signal. Well the trees were cut down, but the approach could not be recommissioned until the FAA check aircraft certified reliability of the signal by flying the approach. Because of the efforts of Daryl Stinson, the chief of the Youngstown Tower, that was done and the VOR-A is once again usable. Thank you Daryl....Hope you are having a great summer...please stop by and visit...maybe we'll even have fresh cookies...Carol??

Rod Paul