VMC & IMC Club

June 19th, 2024

Where:
https://us06web.zoom.us/j/82630509843?pwd=iRfjzcqR1PETa6g5lTK1sIeubMEhPK.1

Mays's Host: Peter Baker

Agenda

- Welcome!
- VMC Question of the Month
- VMC Scenario (Video)
- IMC Question of the Month
- IMC Scenario (Video)
- Cockpit confession: Sometimes you have THAT FLIGHT where afterwards I just want to talk out the string of mistakes and have my sins forgiven. A collective "Oof" and move on type thing.
- Open Discussion: Share experiences and insights in both VMC & IMC conditions.

Welcome

- All are welcome. Let Peter know if you would like a trial membership to EAA and the Chapter.

VMC Video Scenario
IMC Video Scenario

VMC Question of the Month

Q: Is it illegal to make a midfield crosswind pattern entry at an uncontrolled airport?

A: Answer: It is not illegal to make a midfield crosswind pattern entry at an uncontrolled airport. This is referred to as the Alternate Midfield Entry, as illustrated in Figure 14-3 of FAA-H-8083-25C. However, the FAA preferred pattern entry is made on a 45-degree angle to the downwind leg at midfield and at pattern altitude. Any number of circumstances (e.g., a practice or actual IFR approach, simulated emergency for training, arrival direction, terrain, traffic, etc.) might require an alternative pattern entry. FAA-H-8083-25C also states, "it is vital to announce your intentions, and remember to scan outside.

Before joining the downwind leg, adjust your course or speed to blend into the traffic. Adjust power on the downwind leg, or sooner, to fit into the flow of traffic. Avoid flying too fast or too slow. Speeds recommended by the airplane manufacturer should be used. They will generally fall between 70 to 80 knots for fixed-gear singles and 80 to 90 knots for high-performance retractable."

References:

FAA-H-8083-25C, Pilot's Handbook of Aeronautical Knowledge

AC 90-66C, Non-Towered Airport Flight Operations

IMC Question of the Month

Q: What causes the somatogravic illusion, and under what conditions is it more likely to occur?

A: Somatogravic illusions occur when we experience a linear acceleration, which causes a disturbance in the vestibular system. An acceleration in level flight (or takeoff) creates the illusion of pitching upward, and is more likely to occur when we have limited or poor visual references. A pilot departing an airport in darkness or IMC may lower the nose in response to this illusion, creating a risk of collision with terrain or obstacles. Reliance on instruments (e.g., the attitude indicator) can help counter the illusion.

Reference: https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/SpatialD.pdf

FOD

Share your proficiency and safety tips for others

Feedback, Ideas, and Suggestions

Let us know if you have any questions, suggestions, feedback, or ideas! Please leave your name and contact info!

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