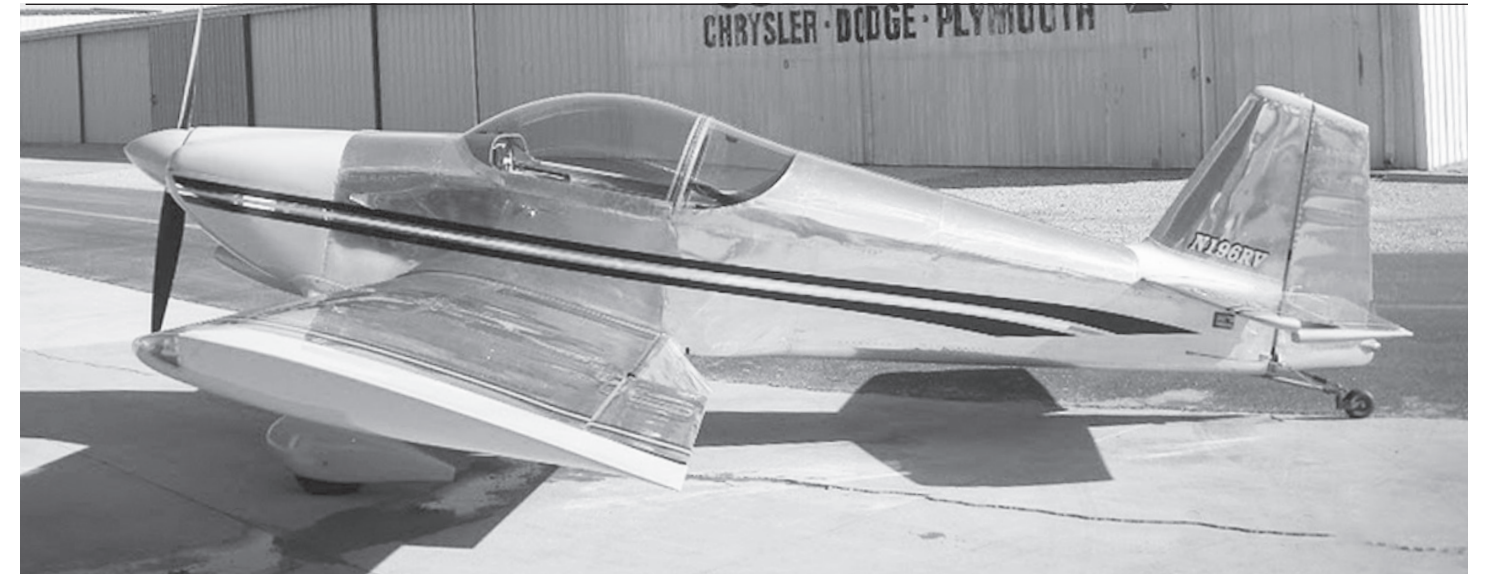


# TURN AND BANK

February 2010

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*Member Rob Prior has recently purchased an RV-6 from an undisclosed location in the Excited States. At least one fellow chapter 85 denizen hopes for a ride so he can pen a subsequent article on this beauty.*

*Congrats, Rob!*

*And now, for his (and our) edification...*

## **How to fly an RV-6**

*~A beginner's guide~*

*This article was originally written as a post to the RV List by an RV builder who wishes to remain anonymous.*

What follows is an outline only for those who are still building and probably have low time, or none recently. The rest of you, don't even read this.

Like all other builders, I read all the magazine articles on how to handle an RV. Nothing really prepares you for an RV, so the best you can do is talk to those who have flown and try to get some rides and dual. Nobody is likely to let you take it off or land it.

### Step 1: Take-off

Mounting up is fun in itself. You get comfortable and strap in and these surroundings make it self-evident that you are aboard something really different. After all the checks are done and you are ready to roll, feed in the throttle gradually and you will find the thrust to be fairly strong. You feel it in your back. With this will come the tendency to pull left, which you will be prepared for, and you apply right rudder as needed. After I mastered this, I found I was dropping right wing on lift-off. Others did the same. This is because I was so keen to get an arrow straight lift-off that I was holding in rudder too long. The aircraft will lift off by itself and if

you have a tailwheel, raising the tail improves the view and makes you feel like a hot dog, but you don't have to do this unless you want to.

### Step 2: Climb and cruise.

Once you are climbing out, you will find that the controls are light but not snaky and you can move them around gently while you decide when to level out, turn, or whatever. When you throttle back (you get to height quickly), it gets quieter and you have time to do a scan and enjoy life a bit. Tooling around will let you feel how much response is there and what you feel you like to do. Not much else to say here.

### Step 3: Landing

If you stay in the pattern, you may not get too much speed up, but if you fly away and come back to join up, you need to think about slowing down. This you will get to learn quickly and easily and there is more than one way to do it. Downwind should be about 100 mph, base slower to 80, final to 75 and 70 and 65 once you get good. I only use one notch of flap because until I changed the flap handle, no way could I get the second notch on. (I had cut it down 2 inches—big mistake.) I am used to it now and it works for me. I use 2nd notch rarely and only if I am too high. I do not practice touch and goes because I want to save the wheels and brakes and I can make two good landings followed by a bummer, so I feel any landing is a keeper and that suits me. When to turn final is the big question and depends on wind and traffic and your height. I try to get it slowed to 75, know I have the runway made. By 70 I am nearly there, and I quit looking at the airspeed and keep a steady descent. I round out gently at a height that tells me it is time now (I really don't know if it is 20, 15, or 10—sorry). Then I keep the spinner up moderately, no more, and she will settle on the mains. If I

keep pulling back like a Cessna, she will rise up and drop in. If you are short, an addition of throttle will carry you to the numbers. If you are a bit high and chop the throttle, she will settle kind of quick. All this is a description of approach on a short runway. Ours is 2000'. I don't need the brakes until the end for turn off. The RV thankfully tracks very nicely and straight which is a big help for a novice. If you have a long runway, then life should be even easier for now you can keep power on all the way, settle as you like, and just let the tarmac come up to meet you and you roll out. No brakes needed. I just like to land as dead stick as I can because I was taught that way and I think it could be valuable. Pros

can send their flames as they choose. This is only a guide for amateurs by an amateur. I was way out of date with my flying and was nervous more about the systems than about myself. I had 1.5 hours checkout in my RV then went solo thereafter. I am still learning of course. I just thought this would be of encouragement for those who hope to strap in and take the challenge sometime down the road. This is my last post. I apologize to Matt for the waste of bandwidth and for my posts that had no technical or other merit. I will leave the list and retire to the shop where I dream of bashing more rivets for another magic carpet.

### From the President

Again, It's a great pleasure for me to be here for another year. I'm feeling pretty good today because I am finally getting back into the air. I was somewhat lucky at last years Delta fly in to sell my plane within week. I thought with the economy being slower it would take a year to sell it, and I would have the rest of summer to go flying, so the only flying I have done in the last six months is on my PC with Microsoft Flight simulator. I had had enough withdrawals that I even bought a Yoke and Peddles for it. Today its finally over, I found my self a nice 172, and best of all, I will get it just in time, to not be able to fly it as they close Delta Airpark down for the Olympics. I'm going to load MS flight Simulator on my laptop, sit in my Cessna 172, close the hanger doors for six weeks and practise IFR night flying. I'm looking forward to seeing every one at this years Annual Banquet!

RECREATIONAL AIRCRAFT ASSOCIATION  
OF CANADA  
Vancouver Chapter 85

*General Meeting Tuesday 5 January 2010*

Executives Attending: Carol Foley, Tim Nicholas, Rob Prior, Daniel Weinkam, Gerald Ohm, Robin McNamara.

Presentation: President Tim called the meeting to order at 19:38

Visitors: None

Correspondence: None

Treasury: Carol reported the account balances. She gave the Secretary a hardcopy which will be attached to the filed copy of these minutes.

Membership: Renewals are open for 2010. All chapter members must be national RAAC members. Only one family member need be a national member. National membership is \$53.50. Chapter membership is \$65. Chapter family membership is \$110. Members are encouraged to pay their national membership directly to the national office. Chapter membership may be paid in cash or by cheque. For national membership, go here:

RAAC, 13691 McLaughlin Rd  
Caledon, Ontario L7C 2B2  
Telephone: 800-387-1028, 905-838-1357  
Fax: 905-838-1359 e-mail: raa@zing-net.ca  
Website: www.raa.ca

Buildings: Hangar rent will be increased based on the BC CPI. There is a new rental in the tiedowns.

Vice-President: Not present

Chapter Aircraft: Issue with tach. Alex, problem with nuts on engine, not proper length. Engine was originally assembled by Valley Aero. Gerard will look at the tach. New Tach will be donated.

DapCom: New windsock installed. New furnace will be installed for the paint shop.

RAAC: Rob reported there's no new activity

Newsletter: - format? PDF or hardcopy. There is a needed input for material. Distribution by either Email, bulletin board in club house, and coffee shop.

Program: Sean Walker brought a video on the Avro Arrow

Old Business: None

New Business: The 2009 Awards Banquet will be held at the Delta Town and Country Inn on 20 March 2010, starting at 1830. Banquet tickets \$5.00/person. A Garmin 195 has been donated, and will be auctioned off with proceeds to the Don Souter Memorial Fund. It was recommended that an Award for Outstanding member be given to Terry Wilshire.

Adjourn: At 20:08

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Don't forget the **Annual Banquet!**

March 20, 2010 Delta Town and Country Inn, 6005 Highway 17 at Highway 99, Delta BC  
Cocktails 18:30 pm Dinner 19:30 pm. See Jean Prior for tickets