

# GHAFI NEWS

[www.ghafi.org](http://www.ghafi.org)

Greater Houston Association of Flight Instructors

November 2017

## PRESIDENT'S MESSAGE

Hello all, I hope this finds you and yours well and happy. Sheryl and I are still working with our house and the FEMA system and as you can imagine this is not only tedious but also quite time consuming. We have found that Harvey is the gift that just keeps on giving. I am coming to believe that it is going to be quite some time before my life returns to something that resembles anything close to what it was like before the storm, if ever. I sincerely hope that none of you reading this are or have ever gone through this kind of event and if you are or have, my heart goes out to you.

These storms over the last few months have taken many of our key folks away from their duties with the GHAFI BOD and taken some to some distant areas to render aid. For this reason, much of our business has been put on hold. It is now time to begin to regroup and work to getting the organization moving forward again. We will start this process with this month's BOD meeting. This will be a busy meeting.

I have also tried to reschedule our visit to the new Lone Star Flight Museum. Their schedule and many of ours is quite busy between now and the end of the year so it has been decided to wait until the new year to reschedule this event.

Well, that's all I have for now. I apologize for the short note here. There will be much more information coming out soon, so please keep an eye to the website for updates. I would also like to apologize for my lack of attention to the needs of our organization. This is due to the immediate needs of my personal life. I fear that GHAFI has suffered because of my inability to devote the time needed to conduct the business of the organization. Being in the position of the organization's senior manager, this is most inexcusable, but I promise you that my plate has been overflowing since Harvey. Unfortunately, I don't see any relief in sight and I fear that any light at the end of the tunnel is most likely another oncoming train. Such is life.

Please fly safe and Happy Thanksgiving.

Greg White, President  
[gpwhite73@att.net](mailto:gpwhite73@att.net)  
281-859-9476

## FLIGHT PLAN

### BOARD MEETING

November 16, 2017

Texas Mesquite Grill  
27105 Northwest Freeway  
(290 @ Mueschke Rd.)  
Cypress, Texas

*Gather 7:00 p.m.  
Dinner / Meeting 7:30 p.m.*

## In Aviation History

### GHAFI STORY: Pilots, airplanes, and safety

#### FLY THE AIRPLANE ANYWAY

**11AM October 25, 2017**

Death comes to us but once. When we humans are facing an imminent death situation we undergo a series of psychological processes which seem to be common to all of us. In Elisabeth Kubler-Ross's 1975 well known book, she describes these psychological emotions as follows:

- (1) denial – 'this is really not happening to me',
- (2) rage and anger – 'this situation makes me very angry',
- (3) bargaining – 'OK, this is real, what can I do to fix it',
- (4) depression – 'managing grief', and finally
- (5) acceptance – 'all right, my time has come, I'm going in!'.

These psychological preparations for our death may take a long time or a short time, depending upon the cause which is bringing us to the end of our lives. I hope that there might be some wisdom and understanding for the younger generations to realize that as we grow older, are active, but cannot do the things that we used to do, slowly get frozen in stage 4, i.e. figuratively; we just FLY THE AIRPLANE ANYWAY. However, I have had friends who were killed in airplane wrecks or other crashes that occurred so rapidly that it is said, 'they didn't know that they had died'. When an emergency occurs, it takes the average pilot some seconds to realize that something ain't right and what is it? In pilot lingo, this is referred to the, 'Whisky-Tango-Foxtrot moment!' This isn't necessarily the denial stage, but is the time the pilot must sort out the problem from a long check list of possible events. Events might have to be separated from, 'erroneous simultaneous events', or two events that have occurred at the same time, neither of which can be pertinent to the problem. A simple example might be, 'which engine just quit?' Before you can fix the problem, you have to identify it. If you can't identify it or fix it, your job is to FLY THE AIRPLANE ANYWAY.

This true story was related to me by the pilot and his co-pilot of a twin-engine Cessna 337 that had just departed the downtown Atlanta airport. Suddenly, both engines quit and went very silent! The denial stage sat in immediately: the pilot reasoned, 'both engine just can't quit at the same time!' With all of the pilot's experience in the Cessna 337 airplane, he was infuriated (stage 2) with himself as to how he could have allowed this happen. This is the very same situation that Captain Sully found himself in years later in the Airbus 320 over the streets New York city. I theorize that the Airbus 320 crew required some minutes to verify that both engines had quit without the possibility of restarting. Similarly, in the Cessna 337, there was no time for a study of the fuel selector valves positions. Now being uncomfortably low over the city streets and going down rapidly, he just had to FLY THE AIRPLANE ANYWAY! He began to bargain (stage 3) as he aligned the airplane up on the right-hand side of a street, which was filled with automobile and truck traffic. The pilot then realized that the situation was hopeless and accepted the fact (stage 4) that they were going to crash soon. He then saw some hope. The street intersection coming up had a traffic light showing red! There was no traffic beyond the intersection ahead on the right-hand side. For a split second before passing over the intersection, he hoped the traffic light would not change to green! The airplane slammed down, slid, the wing hit a light pole, the airplane rotated off of the city street, and came to a stop in a filling station near the gas pumps. The pilot asked the co-pilot, "Are you all right?" He replied, "Yes", and they both stepped out of the airplane into the gathering crowd of spectators. For a fleeting moment, the pilot thought they should simply disappear into the crowd, until a police officer seeing the airplane was empty, boomed out, "OK, who is the pilot of this here airplane?" Notice that the pilot had experienced all of the psychological stages preparing him for his imminent death in less than 3 minutes. This story, along with Captain Sully's miraculous Airbus 320 landing in the Hudson River, again proves the meaning of: 'when all else fails just FLY THE AIRPLANE ANYWAY!' I have a number of friends who, out of dire airplane situations, have crashed the airplane 'safely' and walk away. Again, they simply FLEW THE AIRPLANE ANYWAY.

Here are some flying philosophies and clichés from some old GHAFI gals and guys:

- When you fly an airplane outside of its designed flight envelope; 'you are playing the part of an unpaid test pilot.'
- If your student does not have a healthy fear of flying; 'the student does not understand the problem.'
- If you have an auto-pilot; 'learn it and use it!'
- One of your flight instructor's most important functions is to tell you all of the horrible ways you can kill yourself in the airplane you are flying.
- 'To go up, you pull back on the wheel (stick); If pull back more, we will go down.'
- Educating your feet is very important while learning to fly a tail wheel airplane.
- When flying cross country along the coast line; 'try to stay over the green part.'
- On instruments; 'try to keep the dirty side down.'
- You are not a good instrument pilot until you have had a bad case of vertigo.
- When you can hear the thunder in the cockpit, you are too close to the thunderstorm.
- I like to fly airplanes that will not kill me so fast. You might consider this when you are climbing into the cockpit to hurl your body into the sky.
- The lift on the airplane's wing does not work all the time, but gravity works all the time.
- Remember, 'it is better to be a flying chicken, not a flying fool.'

- Notice that bold instrument pilots are buried on sunny days.
- After a fatal pilot error; 'Maybe the pilot got all ate up by the dumb ass.'
- Have you ever had an airplane get mean to you? If you have, you will know what I mean.

David Henderson

<b>GHAFI ESSAYS</b>		<b>October 12, 2017</b>
<b>SUBJECT</b>	<b>CONTENT</b>	<b>IN GHAFI NEWS</b>
1 Harland Ross	sail planes	December 2016
2 Roscoe Turner	aviation story	January 2016
3 B52 Pitch control	Aero engineering	February 2016
4 CFIs are Special	Being a CFI	March 2016
5 When to say nothing	VAFB Atlas launch	May 2016
6 What about spins	spins	April 2016
7 I bought a Bellanca	I follow roads (IFR)	June 2016
8 To be a jet fighter	GA and AF pilots	July 2016
9 What about pusher props	Pusher A/C	September 2016
10 What about tail wheel a/c	Ground unstable	August 2016
11 First solo flight	When to solo	October 2016
12 Three Ways to Land	A/C control	November 2016
13 Tex Johnson	Remarkable story	December 2016
14 No snakes on a plane	Treasure hunters	January 2017
15 Flights to Central America	International flight	February 2017
16 First Airplane Rides	Should & Should Not	March 2017
17 Accident Investigations	B52 stories	April 2017
18 What do we run into A/C	Collision	May 2017
19 I really don't know clouds	Meteorology	June 2017
20 A little Cockpit Humor	CFI Laughs	July 2017
21 GA up and now down	Aviation safety & GHAFI	August 2017
22 War stories #1	That should be told	September 2017
23 Airplane and rockets	Misconceptions	October 2017
24 New Pilots and airplanes	A/C control & safety	November 2017

## **EDITORIAL: TICKET TO RIDE...**

It has been a while back, perhaps a year or two, but I overheard comments made by a Private Pilot Instrument candidate that disturbed me. The individual had just completed a ride under the hood, was just complaining about holding patterns. Something to the effect of "I just spent \$300 doing circles. Why? Why am I having to figure these holding patterns out? I'm not going to do it in the airplane. ForeFlight is going to show me!"

It was not received well, but I approached him, someone I did not know, never seen before, and said: "Actually, you do need to know how to do them. I know the Examiner that you are going to take your Check Ride with. If he gets wind of what you just said, your Check Ride will not go well."

I just flew a trip that made me think of this again. Al Maxwell and I ferried a Piedmont Dash 8 from Roswell, New Mexico to Lima, Peru. Scheduled for a C Check in Lima, then leased to an airline in Bolivia. Five legs in two days, Instrument

Approach every landing, two of them VOR DME arcs, a good bit of it non radar. A lot of work, but a lot of fun. I kept thinking about Mister ForeFlight, ever so reliant on his iPad, and wondered how he would fare in this environment. He got his Instrument Ticket. He is legal to go. I just have a hunch that he would be overwhelmed were he foolish enough to try. His attitude tends to attract Cumulo Granite.

I encourage Private Pilots to do their Instrument rating. I congratulate, complement those that are working on their Instrument rating. In my mind, the commitment to Instruments indicates the decision to become a professional. It shows their mindset.

Brownsville was easy, but the trip got interesting right away. Approach charts for the four international airports follow (at the back of this newsletter). A good review for any of us; sure was for me. They are sized to print each one full page with right hand margin for notes. Not for you! You folks know your stuff. Print them for an Instrument customer. Spend some time to review with them. Use them for the ground time of an IPC.

Well, Mister ForeFlight, you have your Instrument ticket, but are you ready for this ride?

Fly safe my friends,

Gary Whitfield  
GHAFI VP

## CLASSIFIEDS:

ATTENTION ALL MEMBERS: Individual member classified ads relating to aviation are free. If you are looking for something or selling something, let us help. Also business classified ads are very reasonable. Contact Carol for details

FOR SALE: 1978 piper Aztec with full dual instrument panel, Garmin 430, MX 20 MFD, RDR150, fuel computers, altimatic III autopilot. Excellent trainer or long cross country aircraft. Also basic 1966 Cessna 172 great time builder. Contact Ted Miller: [hughbring@aol.com](mailto:hughbring@aol.com); 832-302-9498.

## Looking for a Pilot Shop?

Visit **Air Professionals** at Pearland Regional Airport (KLVJ)  
Fly in! EASY ACCESS. Exit taxiway A3, under the rotating beacon

*Visit our growing inventory of Maps, Texts, Pilot supplier-  
ASA, Jepp, Gleim... better than catalogue  
prices, without the shipping hassle!*



17416 Airfield Lane Pearland, Texas 77581  
713-569-3023, [airprofessionals@att.net](mailto:airprofessionals@att.net)

[www.airprofessionals.biz](http://www.airprofessionals.biz)

## OUR ORGANIZATION

Greater Houston Association of Flight Instructors (GHAFI)  
19728 Saums Road, PMB #141  
Houston, TX 77084  
[www.ghafi.org](http://www.ghafi.org)

*A professional association for the promotion of aviation safety and instructor education, standards and welfare.*

## RENEWING MEMBERS

Thanks to renewing members Allen Maxwell, Ron Prince, Greg Piegari, Frank Shonka and David Sullivan.

Dues are now due for Sarah Rovner, Allen Maxwell and Joy Bowden (December), Carol Brackley, William Foster, Robin Newby, Russell Skillman, Rhonda Whitesell (November). Last chance for Michael Barksdale, Sr., Jeffry Bodhaine, Tobias Perchance (October) and for Mark Congo-Antoine, Reid Nelson, Jim Ratliff, and Rick Rawlings (September),

## CALENDAR

November 16, 2017	Board Meeting
December, 2017	Christmas Party
Early 2018	Visit to Lone Star Flight Museum

### Current Membership

<b>October Total</b>	<b>62</b>
New Members	0
Late Renewal	0
Expires	0
<b>November Total</b>	<b>62</b>

*\*Open to Active Members*

Greater Houston Association of Flight Instructors  
19728 Saums Road, PMB #141, Houston, Texas 77084  
**MEMBERSHIP APPLICATION FORM**

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Business Phone \_\_\_\_\_

Pilot Certificate \_\_\_\_\_ Number \_\_\_\_\_

Ratings \_\_\_\_\_

Flight Instructor Certificates \_\_\_\_\_ Number \_\_\_\_\_

Ground Instructor Certificates \_\_\_\_\_ Number \_\_\_\_\_

Please list FBOS, airports, areas where you do most of your work:

Membership, per year:

\*Active (for flight and Ground Instructors Only) \$35.00 \_\_\_\_\_

\*Associate (Other) \$30.00 \_\_\_\_\_

E-mail address: \_\_\_\_\_

Date: \_\_\_\_\_ \*Signature: \_\_\_\_\_

# THE BENEFITS OF GHAFI

The Greater Houston Association of Flight Instructors seeks to provide a forum in which the Flight Instructor Community can display their wares, hone their skills and unite with their peers to raise the level of competence, safety and stature of Aviation Education. The ultimate goal of the Association is to develop a system of Team-work within the Aviation Industry that will allow us to work together toward a common goal, to direct individual accomplishment toward organizational achievement and to provide the fuel that may inspire common people to attain uncommon results.

**WHO:** All Flight and Ground Instructors, as well as anyone who is interest in exploring and advancing their aviation education and promoting aviation safety.

**WHAT:** Free CFI renewal included in membership through participation in quarterly seminars (Flight Instructor Renewal Clinics); free breakfasts; (4) all-day quarterly seminars; fly-outs; Christmas party, as well as other group activities that may be undertaken by the Association; as well as the latest, up-to-the-minute changes in rules, regulations, airspace, etc. for those who really need to know!

**WHEN:** Quarterly Seminars: January, April, July, October. Quarterly Business Meetings: February, May, August, November. Other quarterly activities: March - flying activity; June - Annual Meeting; September - flying activity; December - Christmas Party.

**WHY:** *“Every person owes a part of his time and money to the business or industry in which he is engaged. No one has a moral right to withhold his support from an organization that is striving to improve conditions within his sphere.”* President Theodore Roosevelt, 1908. GHAFI offers a program through which we may each give back to the industry that has given so much to us.

## OFFICERS

### ELECTED:

President	Greg White	281-859-9476
Vice President	Gary Whitfield	281-639-7210
Secretary	Maureen Garrow	713-876-5622
Treasurer	Harry Johnson	281-352-5290
Directors	(above Officers, plus☺	

Mike Barksdale  
Robert Boettcher  
Carol Brackley  
Becky Lutte  
Rick Rawlings  
John Van Paasschen  
Martin Wolff

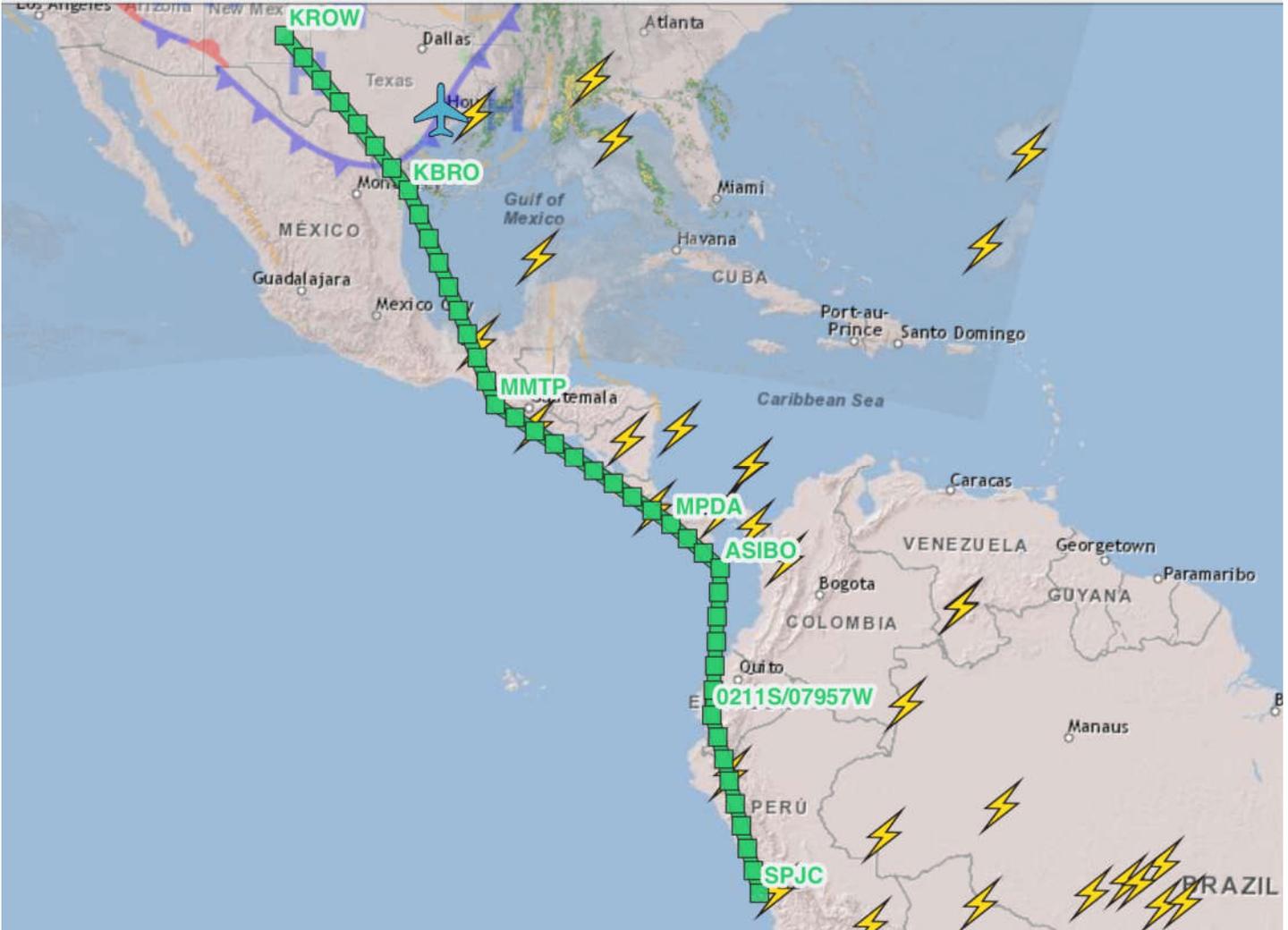
### APPOINTED:

Training Director	Rick Rawlings	281-221-2384
Chief Instructor	Mike Barksdale	281-292-9222
NAFI Liaison	Gary Whitfield	

# Gary Whitfield Appendix

## Trip to Lima, Peru

Here is the route we took from KROW to SPJC:



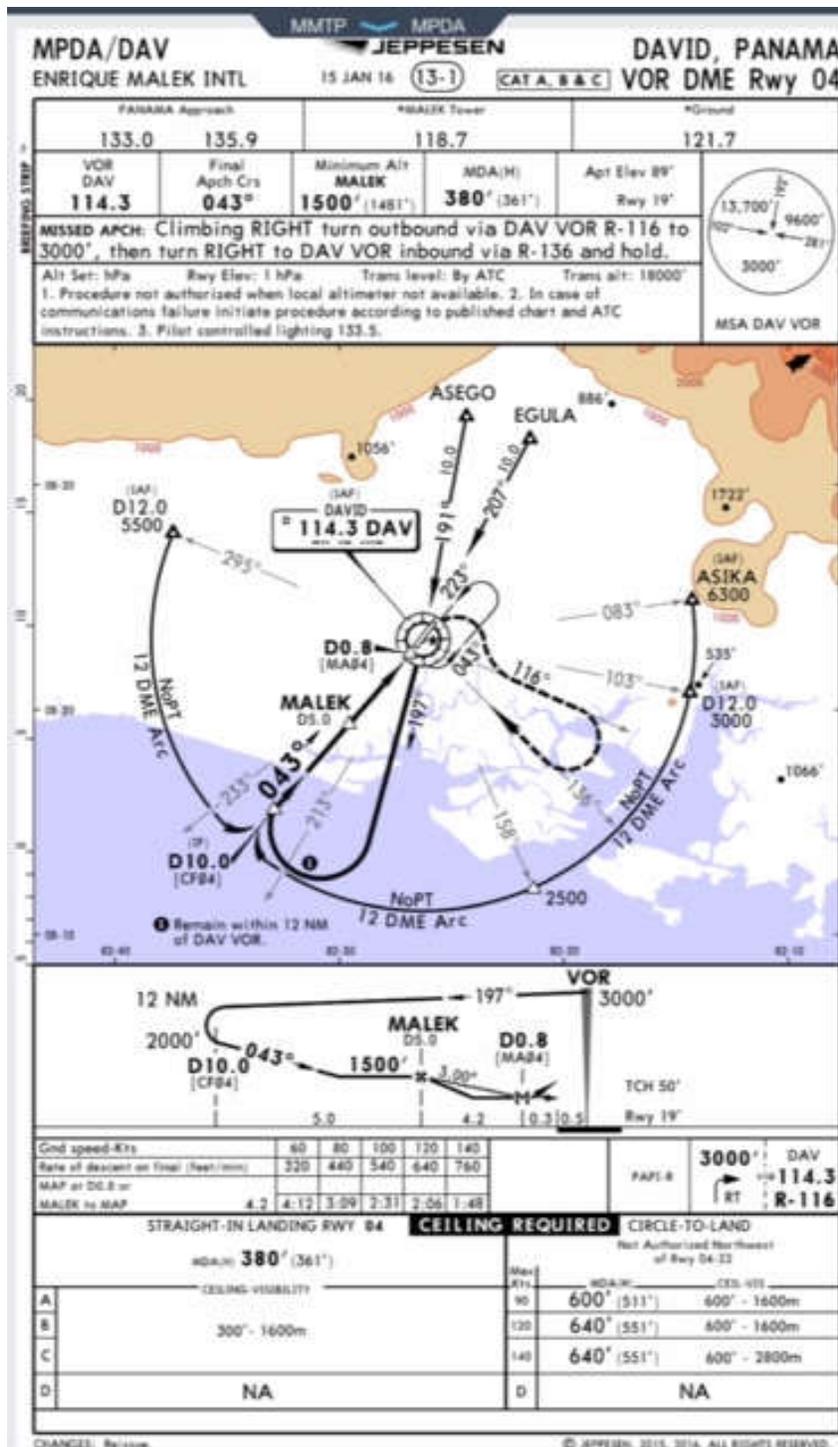
On the following pages are charts and some commentary regarding our trip:

Innocent enough from over CAREL. Non radar, flown talking to Tower, position reports. Altimeter in MB. Transition level FL 195, Transition alt 18500'. Note Minimum Safe Altitude due to Cumulo Granite NE.

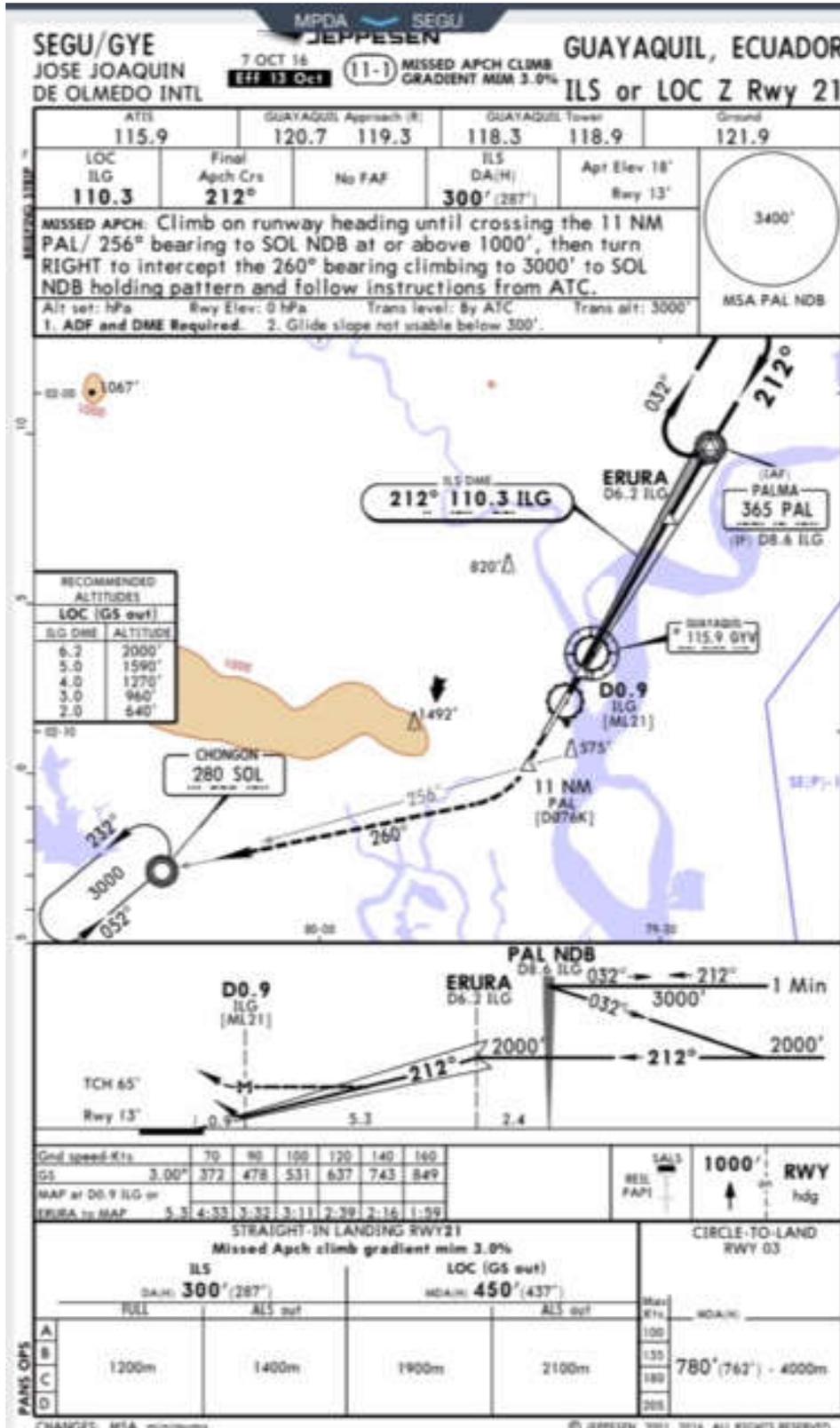


Innocent enough. Inbound from NW on DAV 295 over D12.0, but non radar, terrain NW-NE. Alt Set hPa (hPa vs MB?), Rwy Elev 1hPa (Nomenclature on the MMTP chart also; notice?), Trans level By ATC, Trans alt 18000'. Pilot controlled lighting on a discrete, dedicated frequency 133.5. When flown it was 1200' Broken, good visibility, but the 700' Scattered layer Tower saw looked more like Broken to us. In my humble opinion, Dive and Drive preferred here. The Old Way. Get down so you can see the runway early. CEILING REQUIRED.

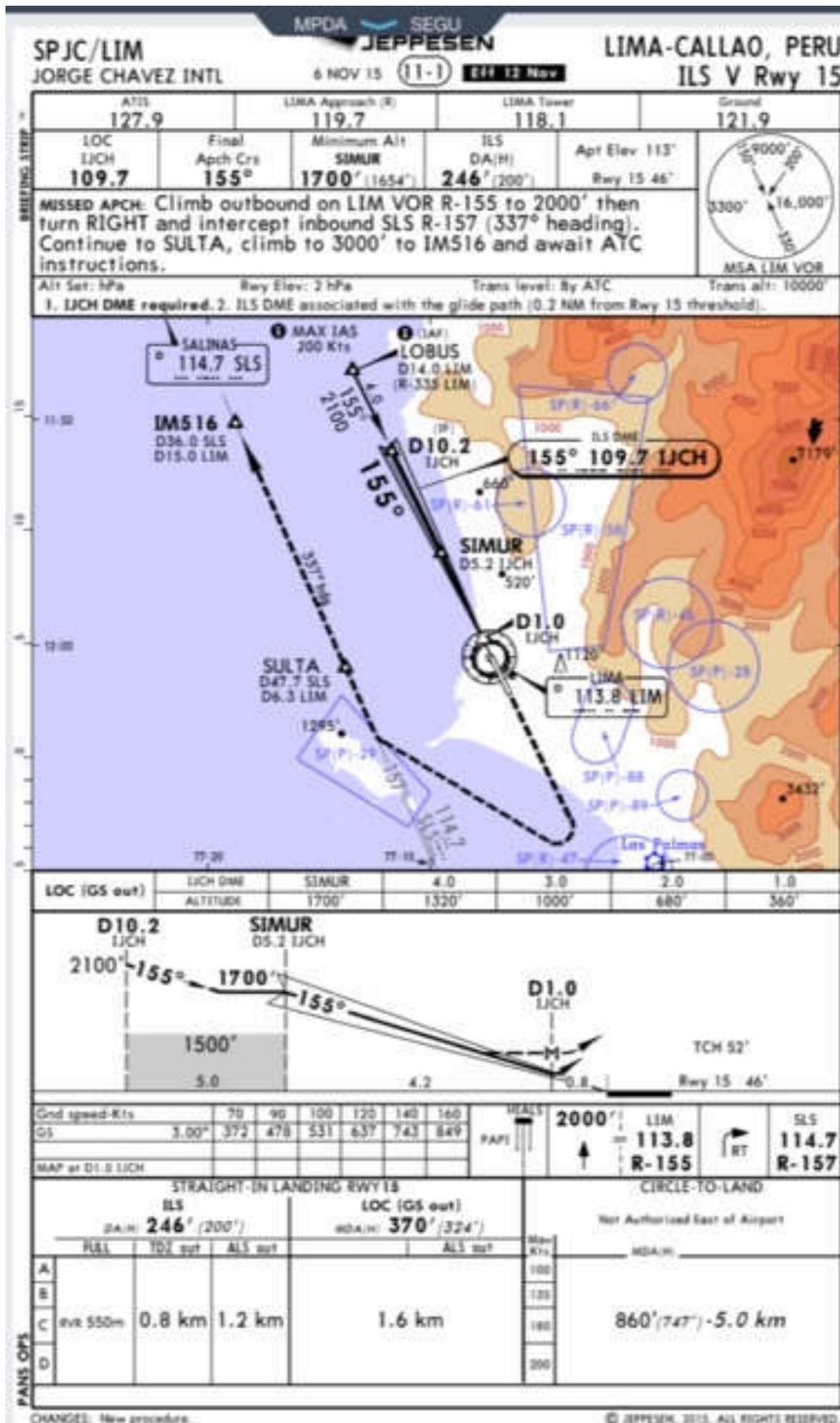
CEILING-VISIBILITY 300'- 1600m. Category D NA.



A little more interesting. Missed Approach Climb Gradient specified. No Final Approach Fix. Missed Approach procedure requires SOL NDB, but is PAL NDB required for the approach? How do we determine 11NM PAL for the turn to SOL? Altimeter in hPa. Runway Elevation 0 hPa. Trans level By ATC, Trans alt 3000', ADF and DME Required, GS not usable <300'. Tune, Identify, Monitor SOL NDB? Monitor continuously? Substitute GPS?



Andes Mountains to the east. What is the gray shaded area outside SIMUR on the Vertical Profile View?  
 What if you lose radio contact during a Missed Approach? "...await ATC instructions."



**HOPE YOU ALL HAVE A HAPPY THANKSGIVING!!!**

