



President's Corner

The Annual Chapter Awards Banquet will be April 13, 2024, at the VAA 37 hanger with the meal beginning at 6:00 pm. Chapter 2 will provide the main dish, beverages, and table service. Please bring your favorite dish to share. Entry to the airfield and hanger is via gate #3.

Now that warmer weather is just around the corner I would like to get a head start on this year's activities by saying thank you to Bruce Loos for sponsoring the advertising in the 'Kroozin Calendar' for our two Fly/In- Cruise/In events. Thank you, Kevin Stahl (Lenovo) and Cydney Huey (BAE Systems) for securing financial donations from their respective corporations. Thank you Craig and Norene Brown (Thrivent Financial) for the Fly-in/drive-in Eagles lunches. Also on the thank you list are the many volunteers who generously donate their time in support of our chapter activities.

For the many pilots that enjoy *Lunch on the Fly*, Sweet Aviation has published the 2024 event calendar. It's a different mix so check it out, there are a couple of new locations.

Paul Camp - President

Trimming on Final Approach is it a good idea?

Let's embark on a journey into cockpit wisdom, As you accumulate flight hours, hopefully sharing the cockpit with genuine masters of the craft, whose wisdom is deeply rooted in science knowledge & experience: "Trim for airspeed".

Elevator Trim: Your very own "Poor Man's Autopilot".

Most aircraft have trim capabilities; elevator and or rudder trim both are very useful tools to a skilled and fully tuned pilot. This ingenious system is designed to offload the pilot, making altitude adjustments during climbs, descents, and cruising not just easier but nearly effortlessly.

The Golden Rule: Trim for Airspeed!

Let's debunk a myth: Trim isn't just about comfort; it's about precision. By setting the trim, you can literally let go of the yoke, and your aircraft will maintain its speed. Here's the clincher—it does so regardless of power changes. Whether you're aiming for a climb, cruise, or the crucial final approach speed, trim keeps you locked on target.

- Climb with Confidence: Set your climb speed trim, release the controls, and watch as your aircraft maintains its ascent.
- Cruise in Comfort: Dial in your cruise speed trim, let go, and enjoy the ride at a constant pace.
- Approach with Accuracy: Adjust for final approach speed trim, and your aircraft will stick to it, paving the way for a smoother landing.

Why "Speed is king" in Landings

Transitioning from base to final approach, the emphasis on managing speed and descent isn't just advice; it's the key to unlocking perfect landings.

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Are you a pilot? Are you building an aircraft? Are you an aircraft owner?
Are you just “plane nuts” about aviation?
If so, then join us! Visit our website at www.eaa2.org and click on “Join EAA2”

Coming Events:

Saturday April 13 — Annual Chapter 2 Banquet at Vintage 37 Clubhouse, 6:00 pm, Dekalb County Airport. Member Recognition, awards, a short presentation from our Air Academy Scholarship recipient, and one from Youth Scholarship recipient and new pilot Emma Coville. A pot-luck dinner follows. The Chapter will provide a main dish, beverages, and table service. Please bring a dish to share.

Thursday May 9 — Chapter 2 Gathering, Ivy Tech Aviation Center at Smith Field, 7:00 pm. Shay Pontsler, a flight test engineer for the FAA, will be sharing his experiences with the FAA and how EAA has had a profound impact on guiding him to a career in aviation.

• VMC Club, 6:30.



About Shay Pontsler. I am currently a Flight Test Engineer with the FAA (for aircraft certification), but have conducted flight test supporting the Navy (primarily F/A-18), as well as a graduate of the United States Naval Test Pilot School, class 145. I have also trained with Empire Test Pilot School (based in the UK), US Air Force Test Pilot School, and recently with the civilian National Test Pilot School in Mojave, CA.

2024 Membership Renewal

If you haven't renewed your Membership with EAA Chapter 2 for 2024, do it now!

Your support of and participation in EAA Chapter 2 can enrich your aviation interest and understanding, as well as that of aviation enthusiasts of all ages.

Your support and participation also helps promote aviation throughout the broader community.

Membership renewal is easy, using the interactive form on the EAA 2 [website](http://www.eaa.org). Dues can be paid online via credit card / PayPal.

Alternately, you can mail your printed form and check to:

Geoff Robison
6278 County Road 27
Auburn IN 46706

Individual memberships are **\$20**.

Family memberships are **\$30**. This covers two adults and all children in a family.

Student memberships are **FREE** to those under 19 who are EAA members, which is free to them. See www.eaa.org/membership for details on how to join the EAA as a student.

Newsletter options. Emailed newsletters are **FREE**. If you want a printed newsletter, please add **\$12** to your membership dues to cover the costs of printing and postage.



The Official Newsletter of
EAA Chapter 2



April 2024, Volume 69 Issue 4

from p. 1

Trimming on Final Approach is it a good idea?

The truth is, flying requires a symphony of adjustments — power, pitch, and yes, trim — to harmonize with the conditions. Consider trim an autopilot that doesn't speak but profoundly changes the flight experience.

Final Approach: A Case for Trim

Ever heard of Elevator TRIM STALLS? They're a critical lesson in the power and potential pitfall of trim during full-powered ascents. This scenario underscores a vital lesson: Proper trim management and forward control pressure during go-arounds are non-negotiable.

But here's where the debate heats up: Should we trim on final? Absolutely. A touch of nose-up trim not only aids in a smooth round-out and flare but ensures that your landing is as graceful as a dance.

The Art of Trimming on Final

No universal rule dictates the exact trim setting for final approach—it's a blend of art and science, tailored to each pilot's feel and the aircraft's response. Yet, the consensus among seasoned pilots leans towards trimming as an essential step for stabilized, precise approaches.

The Trim Advantage

Trim isn't just a tool; it's a game-changer, making flights smoother, approaches more precise, and landings softer. It's the "Poor Man's Autopilot" that richly enhances your flying experience.

Article by Captain Ferouze,

VMC CLUB — MARCH ANSWERS

BY LARRY ZEPP, VMC CLUB COORDINATOR

Question 1 - Turns about a point - When performing turns about a point, at which point in the maneuver is the bank at maximum value?

While some pilots might intuit that the maximum bank would be when the crosswind component is greatest, this is not the case. To maintain the required circular geometry, the maximum bank (and maximum turn rate) is required when the groundspeed is highest, i.e., when the aircraft is at the downwind point of the maneuver.

Note: This is important to understand when flying the traffic pattern from base to final with a tailwind on base. If a pilot overshoots the turn to final, the tendency is to use extra rudder in an attempt to correct the overshoot. This results in an uncoordinated turn, and a possible stall/spin scenario at low altitude.

FAA Airplane Flying Handbook, FAA-H-8083-3C, P. 7-7

Question 2 – Traffic Pattern Ground Track - For a standard single-engine piston airplane, how far from the runway should you be on downwind? (*Pilot Workshops.com*)

"Think about the goal of this process: to get the aircraft safely on the ground without interfering with other traffic. To me, that means staying as close to the runway as possible in the traffic pattern. Usually, a half-mile offset will accomplish this goal. What does a half-mile look like? Use the runway's length as a guide to determine distance. In low wing aircraft, the wingtip can be used as a guide for downwind runway spacing.

To me, discipline is the key in the traffic pattern. There is an altitude to maintain—maintain it. There is a correct speed for your aircraft—maintain it. And there is a ground track that will allow an efficient flow of traffic for landing. Fly the ground track precisely so as to not confuse other aircraft. Wide or extended downwind legs only frustrate other pilots and can be dangerous.

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Despite losing much of my vision in one eye as an infant, I was able to learn to fly. In high school, I built my first aircraft, called the “Hardley Abelson” because it was hardly able to fly. I started racing airplanes, and raced many of my own designs. Later in life, I was instrumental in bringing the EAA’s annual fly-in to Wittman Field in Oshkosh. I have an April birthday. Who am I? Answer next month. <https://alchetron.com/cdn/steve-wittman-ad5be492-d806-4d36-9278-0e26ffc19fb-resize-750.jpeg>



Last month: Yuri Gagarin (1934-1968) was voted by his fellow test pilots to be the first person launched into space.



LOOKING AHEAD YOUNG EAGLES 2024

May 4 - DeKalb County Airport
May 11 - DeKalb County Airport
June 8 - Tri-State Steuben County Airport
June 15 - DeKalb County Airport
August 10 - Smith Field Airport
August 24 - DeKalb County Airport
September 14 - Smith Field Airport
September TBD - Kendallville Municipal Airport

David and Laramie Resler
Young Eagle Coordinators



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