

Naples Flying Club Frequently Asked Questions

You want to talk personally with another aircraft flying in your area. What frequency should you use?

There are two frequencies specified for that use. 122.750 and 122.850. The best plan is to have an agreement with each other to monitor one of these frequencies. Otherwise, you may request ATC to have the other aircraft call you on one of these channels.

You start your aircraft and immediately notice that the ampere gauge is indicating a charge with the needle “all the way over“. What should you do immediately?

Shut down the aircraft and after making sure that you have turned off the ignition rotate the prop to see if the starter is still engaged. Not just the Bendix, but the entire starter. While this is rare, it has happened and the starter becomes a fully functioning but uncontrolled generator that will completely fry the entire electrical system in about 15 to 20 seconds. Checking this should come even before looking to see if there is oil pressure. Here you might have 20-30 seconds before serious damage results.

I have found that I can make very nice landings without using flaps. Is there any reason why I should not do this?

Cessna aircraft were designed to be landed with full flaps unless there is reason not to use full flaps. Most often severe wind gusts or cross winds that are close to max for your aircraft. While pilot ability is always a factor, if you feel uncomfortable using full flaps most of the time it is a clear indication that you could use an hour or two refresher course on landings. Almost all tire wear is caused by landings and braking practices. Even the smoothest no-flap landing will produce about three times the wear of a normal full flap landing. It is not so much as how hard you touch down land as it is the speed with which the tires must get up to rolling speed. The physics of the matter is that it is proportional to the square of the speed. Say you touch down without flaps and grease it on at about 70 kts versus using full flaps and hold it off until it wobbles on at a little over 40 knots. There is a 10 knot head wind. The physics: $(70-10)$ squared is 3600. $(45-10)$ squared is 1225. A factor of 3 to 1. Now add to this some hard braking to make the next turnoff and we are probably in the 4 to 1 or worse category very quickly. USE FLAPS. Also learn to count to at least three between landing the main gear and then landing the nose gear. Make it a game. It is easy to get the count to 10 or more. This saves lots of money on nose wheel shimmy problems as well. Use your toes on the rudders and lots of back pressure before you even think about moving your feet up to a braking position..