



# North San Diego County Vernon Payne Chapter 286

*President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte*

The meeting was called to order by President Bob Wilson at 19:06 hrs.

**Minutes:** The minutes were moved and approved.

Guests: Gregory Farrell. Gregory has started work on a Long Easy and we are looking forward to continued reports on his progress.

### **New Business:**

Vice President Mike Talmadge was applauded for the hearty BBQ he presented at his hangar at the conclusion of the projects tour. The membership voted to reimburse him for the cost of the food.

President Bob Wilson called attention to the re-paving of the airport runway that would be starting as soon as this October. There may be five separate closures of four days each or a single closure lasting 23 consecutive days.

**Dave Leedom** reported that his Waco made the pages of Kitplanes, a magazine of national coverage. The Waco proudly occupies the background behind hanger mate Matt Hlavic's Breezy. Matt and his Breezy were prominently featured in the latest issue of Kitplanes.

### **Speaker.**

Our speaker was Mickael (Mick) Koutahi and the subject was aerobatics. Mick has been flying at Palomar Airport for over 17 years and 10 of those as a flight instructor. He is a member of both the International Aerobatic Club and the National Association of Flight Instructors. Over the years he has flown with hundreds of students from all

over the world, many of whom still receive training with him.

In addition to proficiency in the air, Mick has proficiency with words. He is a dynamic speaker with a genuine enthusiasm for his subject and his audience was captivated.

The presentation covered the fundamentals of stable and unstable flight and the maneuvers that govern the transition from one state to the other. Particular attention was devoted to yaw and roll and the induction of spin. The maneuvers to escape from spin, while interesting within the context of aerobatics, were vital to safe flying under all conditions.

The topic of structural damage in the course of aerobatic flight was also vital to safe flight under less dramatic conditions. Planes subject to excessive stress may show significant damage to surface features. These may be repaired while critical components not visible to the eye remain defective, in effect, silent death traps. Control cables were a particular example. Cables subject to excessive gravity stretch and become prone to fracture. These cables may then give way without warning under the stress of routine flight maneuvers. Mick stressed the importance of knowing the history of the plane one is flying. He does not do aerobatics in any plane whose history is unfamiliar to him.

Members wishing to experience aerobatic flight directly may contact Mick at [www.mpkaerobatics.com](http://www.mpkaerobatics.com).

The meeting was adjourned at 20:55 hours.