



NEWSLETTER

SPECIALIZED AERO WORKS, LLC



UPRT LECTURE FOR THE 99S

Mike spoke to a gathering of the Central Oregon Ninety-Nines chapter on September 22nd, at Epic Aircraft. The meeting had members come from various places in the PNW. Mike spoke on UPRT, and after the talk, the ladies toured the Epic factory.

The Ninety-Nines is a great organization for supporting women in aviation. Please support them if you can. The Central Oregon chapter has a new calander out. Go to:
<https://www.centraloregon-99s.com/>

SAW SEMINAR

Upset Prevention and Recovery Training (UPRT)- An Overview

6:00 PM - 7:30 PM

24
OCT

Specialized Aero Works
With the Deschutes Flying Club monthly meeting

At SAW - "The Red Hangar"
 63120 Powell Butte Rd, Bend (KBDN)

SAW Owner/Chief Pilot, Mike "Cuckoo" Kloch, will discuss Upset Prevention and Recovery Training (UPRT).

Discussion items include: What is an Upset, What is UPRT, Accident statistics, Upset Causes, Examples, Goals of SAW UPRT courses, What a UPRT course entails, What UPRT can do for you, and

A few guidelines for maintaining control.

Earn FAA Wings credit

REGISTER ON FAA WINGS OR
 EMAIL: MIKE@FLY-SAW.COM

(541) 728-3620
 Fly-SAW.com

SAW will hold a seminar at the red hangar on October 24th, at 6pm with the Deschutes Flying Club. Mike will give an overview of UPRT and Dan from the DFC will give a short talk about the club. see SAW's website for details.



WHO NEEDS AEROBATIC TRAINING?

The International Aerobatic Club has a nice article on who needs aerobatic training. Aerobatic training is great for everyone, yet many fear the unknown, or the thought of the motion being too much for them. If this is holding you back, give us a call or write and we can discuss how to mitigate any issues. Check out the IAC's article at: <https://www.iac.org/in-the-loop-who-needs-aerobatic-training>

MIND YOUR FUEL

Did you know that fuel management (or mismanagement) is the sixth leading cause of aviation mishaps? This should be an easily preventable type of mishap, yet approximately 50 fuel management related mishaps happen every year!

To prevent this, ensure you have enough fuel. Don't try to stretch a cross country to dangerously low fuel reserves. Planning for an hour of fuel reserve upon landing is great for when things go wrong. Imagine showing up to an airport just to have the airport closed upon arrival due to a disabled aircraft on the runway(s), or some other issue. I have experienced this. I have also been emergency fuel due to circumstances beyond my control. It is not desirable!!

So make sure you set your totalizer correctly, and don't trust your fuel gages to be accurate, esp near empty. Plan accordingly. A good technique is to plan a trip based on time, planning for 60 minutes of reserve fuel at destination. Be sure to check fuel status regularly and be aware of possible divers for fuel should winds or other issues be worse than planned.


Check out the 2 articles on this subject, linked to the right.

-Mike Kloch



Article
#1

Article
#2

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