

NEXT MEETING APRIL 14 2008, AT 7:00 P.M..

There are some flight instructors where the student is important, and there are some instructors where the instructor is important. Pick carefully.

Our March meeting went well. We didn't have a full attendance but had enough for a good meeting. Glenn cooked hamburgers for us out on the grill and did a great job. They were good enough that everybody enjoyed the meal. Supper got started a little late and we ate about 7:20. Our meeting got started at 7:4. Gardiner talked about building his airplane, and Francis and Glenn talked about building also. Building wings level was discussed at length. At 8:00 the minutes from the Feb. meeting were read and approved. After this, the banner was officially unveiled by Jimmy and Don. Jimmy and Don also discussed the Auburn fly-in being joined in by David. Jimmy also showed everybody a form he had designed for the fly-in. Frances informed everyone about the progress of the Pine Mountain airport, then Jimmy let everybody know about the upcoming airshow in Columbus. Glenn had received some materials from EAA Nat'l. and he passed around some of those materials to the members present. Gardiner said he had 'cleaned up' the bulletin board and said he would maintain it. He also suggested putting pictures of members' planes on it. Glenn talked about WWII aircraft surfaces being made of cloth instead of metal and this was discussed. The meeting then adjourned about 8:45.

Our March pancake breakfast came quietly and went quietly. We had four people show up, all members. The weather was a little cool and almost completely overcast. There were occasionally a few open spots in the clouds but the conditions for flying weren't exactly ideal so it was just us. Those of us there had a good time though and we checked out some aircraft parked on the tarmac, brought in to set up a new flight school in the former West Point Stevens hanger. Maybe we'll have some better weather on the **19th** of this month,

Our next pancake breakfast is April 19th and the weather should be good. There is a cold front moving in the week before, but it should clear up by Saturday with some great flying weather Saturday morning. If you haven't been to the breakfast lately, you're missing a treat. Mark it on your calendar.



March 8th was the Auburn Fly-In. Our chapter set up a booth with materials about EAA and our chapter. There was very strong wind, stronger than the previous two fly-ins and the prevented our setting up some photo displays we had for the booth. It was actually snowing earlier in the morning, though it didn't stick, and there was a very brisk wind. The wind also just a *little* bit chilly. At the booth were David, Don, Jimmy, and Steve. We used the banner which Steve took care of having made (thanks, Steve) and it was a great way for people to be able see who we were. The turnout for fly-in was minimal because of the weather conditions unfortunately, with the number of aircraft on the tarmac only about 10-20% of what it was last year. We still had a number of people stop by though. Did it do any good? Unknown. However, it was still a good thing to do and we need to be ready for any membership recruiting opportunities that come our way. Thanks to Brenda at Nat'l, we had a lot of materials to hand out to anyone interested. We also had a personalized EAA 1350 form that Jimmy had designed and can be used any time. The weather did get warmer as the day wore on and all four of use had a good time despite the earlier chill and low aircraft turnout. Next year we'll all bring lots of jackets and gloves.

This newsletter needs your input! Email your ideas, comments, and suggestions to eea1350@mindspring.com.

Airplanes are better than women because:

An airplane doesn't get mad if you 'touch and go.'
Airplanes come with manuals.
Airplanes don't whine unless something is really wrong.
Airplanes don't care how many other airplanes you have flown.

Don't forget to check our bulletin board in the FBO.

A few pictures from Auburn



David gets in the spirit at our booth



Our members pose by our new banner



Our new banner, ordered, setup, picked up, and delivered by Steve.



The Chick-Fil-A cow graces our booth and showcases our banner



The Herpa DC-3 makes a one-point landing.



An RV comes in fast and low

THUNDERSTORM SEASON

In some places, thunderstorm season lasts 12 months a year. In most others, it has now returned. Regardless of where you fly, it is impossible to exaggerate the importance to pilots of understanding why thunderstorms rank among the most serious aviation hazards. Pilots must know how to identify conditions that could spawn thunderstorms along a proposed route of flight, and spot the indications during weather briefings and in-flight weather updates.



What are the hazards? "Thunderstorms can contain severe turbulence, strong updrafts and downdrafts, heavy rain, lightning, severe icing conditions, and hail. A thunderstorm's turbulence is extremely dangerous, as it can impose damaging G loads on an airframe and lead to loss of control of the aircraft, causing structural failure," explains [AOPA's Handbook For Pilots](#), which offers two excellent checklists for thunderstorm avoidance during your preflight and in flight.

Why is seasonality a factor in the likelihood of thunderstorms? It has to do with one of the key concepts associated with thunderstorms: unstable air. Given instability and sufficient humidity, all that is needed to complete the T-storm recipe is some mechanism to start the unstable air rising. And, "In general, the atmosphere is more unstable in the spring than during other seasons because as the days grow longer and the sun moves higher into the sky, the ground warms up and heats the air close to it," writes meteorologist Jack Williams in ["The Weather Never Sleeps: Making Sense of Stability"](#) in the March 2005 *AOPA Flight Training*.

One of the most effective mechanisms for lifting unstable air is the movement of fronts. The forecast approach of any front is a caution—but be especially wary of fast-moving cold fronts. "Remember that as a cold front's advancing air plows beneath the warmer air ahead of it, tremendous lifting forces go to work on the humid, unstable warmer air mass being displaced. It's a perfect recipe for thunderstorms," wrote Thomas A. Horne in ["Storm Season Insights"](#) in the May 2004 *AOPA Pilot*.

Weather and its hazards comprise a vast but crucial study area for pilots. A great guide to tackling the subject, thereby becoming a "meteorologically savvy pilot," is found in Ralph Butcher's ["Insights" column](#) in the April 2004 *AOPA Flight Training*. Take the time, make the effort, and be rewarded with superior decision-making skills and confident, safe flying.

Article above courtesy of AOPA e-Pilot 4-22-05



On the Menu for the Meeting

great meal and with good company.

The meeting will be at 7:00 but if you would like something to eat, be there at 6:30. The menu will be hotdogs cooked on the grill. Members will be bringing all the side fixin's, drinks, and desserts. Whatever you do, don't miss out on the meeting or the meal.

The April 14th meal will be supplied by everybody.

If anybody else wants to bring anything, feel free to bring it.

Send an email to the members@eaa1350.com address if you would like to contribute to the meal.

Be thinking about what we will have or the May meeting.

Who is going to volunteer to bring the food on May 11th?

Coming Up!

Know of any events coming up? Don't just tell someone, email it to eaa1350@eaa1350.com

4-14	EAA 1350 Chapter Meeting	7:00	LaGrange Airport
4-19	EAA 1350 Pancake Breakfast	8:00—10:30	LaGrange Airport
4-26-27	Vidalia Onion Festival Air Show	9:00— . . .	Vidalia Airport, Vidalia, GA

Chapter photos available online and can be seen at [EAA Chapter 1350 photos](#)

Our Members:

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NEXT MEETING WILL BE APRIL 14 2008 AT 7:00 P.M.



**TREAT SOMEONE TO
DINNER AND INVITE
THEM TO THE MEETING!**

