



# Air Grangers



**NEXT MEETING AUGUST. 13 2007, AT 7:00 P.M.**

There are two critical points in every aerial flight -- its beginning and its end.— *Alexander Graham Bell, 1906.*

On July 8, chapter 1350 had its July meeting. We had a good meeting, with Lasagna being served before the meeting. We also had green beans, salad, rolls and plenty of dessert. Nobody went hungry for lack of food. It was pretty good and was a good way to start the meeting. Don Neuberg passed around some photos taken at a Williamson, Georgia, and the web site was discussed by David Barrett. There were various other discussions about the Pine Mountain airport, airplane inspections, email screening by the military, and enough discussions to fill three pages of notes by the secretary (though he doesn't have the legs for being a secretary). It was suggested that pictures be taken of members to put on the web site. Jimmy said he would take care of that at the August meeting. So, members at the August meeting need to put on their best face if they can find it. We also had a guest, Wes Turton. We were glad he came and hope he'll come back and join us again.

Pancakes, eggs, sausage, and big appetites! That was the scene at our last pancake breakfast on July 21. We had a good crowd there, and a good time sharing aviation stories and anecdotes. We did have a couple of planes fly in, from Peachtree City, and Roanoke. Jim Kincaid, from Peachtree city, also joined us last month. Good to have him drop and have breakfast with us again. One of the planes that flew in belonged to our former airport manager, Glen Boyd, who has joined us many times. It's always good to have him at our breakfast. It was a nice morning too, not too hot, not too cool. We also had a couple of people join us from Columbus, down in LaGrange to check out our airport and aircraft operations.

Jim Kincaid's Cessna parked on the tarmac after flying in with Andy Simpson for breakfast, their 2nd consecutive visit to the chapter breakfast.



Our president, Glenn Morrow, cooks sausage, and eggs supplied fresh from his farm and keeps everybody satisfied and happy.

**Who do you know** that is interested in aviation, or owns or flies an airplane. Let them know about our chapter and invite them to the meeting. Tell them that if they come, they can get a free meal. We can always use input from others and welcome guests to sit in be a part of our chapter meeting.



Here comes Glen Boyd



This newsletter needs your input! **Email** your ideas, comments, and suggestions to eaa1350@eaa1350.com.

**A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."**

Don't forget to check the bulletin board by the snack machine in the FBO.

## July Proves to be Hazardous for Aviation

There was a rash of aircraft incidents in the last week of July, with at least seven fatalities. It was a week that saw many aircraft go down and one that had an impact in the aviation community.

Hans Georg Schmid, a Swiss pilot on the way to Oshkosh was killed when his airplane went down. He was trying to break a world record for a solo single-engine flight, and had planned to fly more than 4,970 miles to set a record for shortest time to cover the distance, arriving at Oshkosh in thirty hours. At the time of this writing, the cause of this accident is not known.

On July 27th, two P-51s collided at Oshkosh as they both attempted to land. The P-51s were "Stang", a P-51D piloted by Gary Beck and "Precious Metal", a P-51A piloted by Gary Beck. According to witnesses, Precious Metal came in behind Stang and impacted the rear of the plane. Stang went nearly vertical and ended up burying itself nose up on the left side of the runway. Precious Metal flipped over on its right wing then impacted the ground bottom side up. Precious Metal was destroyed in the crash and the pilot did not survive unfortunately. The pilot of Stang, was able to walk away from the accident with minor injuries. Also, Bill Leff had to make an emergency landing in his T-6 on the way to Oshkosh, putting his aircraft down on four lane highway. His aircraft incurred only minor damage on the right wing and Mr. Leff and his son came away with only minor injuries.

The same week, two news media helicopters collided Friday July 27th, in Phoenix, Arizona, while covering the story of a fleeing armed robbery suspect in a stolen vehicle. The two helicopters crashed and claimed the lives of both the pilot and photographer in each aircraft.

On that Saturday, July 28, there was an accident at the Dayton, Ohio airshow, the first ever according to a Dayton official. Jim Leroy, a veteran airshow pilot, went down in his S28 "Bulldog" biplane. He was performing loops and aileron rolls and for reasons unknown, failed to pull out of his bottom loop in time and impacted the ground. He did not survive his injuries unfortunately and his loss was felt throughout the aviation community. LeRoy was one of only eleven pilots ever to be awarded both the Art Scholl Showmanship Award (2002) and the Bill Barber Award for Showmanship (2003). He was a member of the X-Team and the Masters of Disaster and had been flying aerobatic demonstrations full time since 1997

That same weekend, on July 28, a seaplane crashed in Willamette River near Willamette Falls, Oregon. The pilot was 80-year old David Wiley, a veteran seaplane pilot and both he and his passenger, Scott Forsberg, did not survive the crash. Witnesses reported seeing one of the wings fall off seconds before the crash. In 2000, David Wiley, an aviation safety counselor for the Portland Flight Standards Division Office, was designated a master certified flight instructor by the National Association of Flight Instructors. At the time, he was one of only two Oregonians and one of fewer than 200 of the 78,000 certified flight instructors in the United States to achieve the distinction signifying an expertise beyond minimum standards mandated by industry and government. He was also named National Seaplane Pilot of the Year in 1999.

***The article above has been written neither to glorify or sensationalize the accidents reported. It has been written merely to inform and report the events that happened, and to pay tribute to those who have lost their lives.***

### Tip of the Week — Climb Out Tactics

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Bob:

"How about as we climb out -- what are some of the ways that we can demonstrate that we're a pretty classy pilot as opposed to some yahoo out, you know, running around the air patch?"

Wally:

"Well, one of the things we can be looking at very closely is to make sure our wings are level.

We need to check to see if our wings are level during the climb out and if we are using the proper amount of rudder to compensate for the left turning tendencies during the climb. If we're compensating for those tendencies by holding our right wing down instead of holding in right rudder, we're slipping. And if we're slipping during the climb out, we're not climbing as efficiently as we could. We're climbing slower. So check those wings; make sure they're level. Make sure you have the proper amount of rudder in, and you'll get better performance out of the airplane.

Naturally, as we're climbing we're going to make nice gentle turns. We're going to clear in front of the airplane from time to time. But as we ease the nose down to look for traffic we want to do that nice and gently. We don't want to put our passengers on the ceiling as we do that. We want to do it so that they don't even recognize that we're doing it."

Bob:

"I'm really glad you emphasized the clearing, Wally, because we're so very vulnerable with the nose of the airplane stuck up in the air, for a midair collision. It's probably not something we're consciously thinking about, but we'd better integrate it into our flying because we're going to be pretty busy at that point."

Wally:

"Again, it needs to become a habit. And we still live in a see-and-be-seen environment. And if we aren't checking over that nose from time to time, we're not doing our job as airmen."

*The article above was submitted by Don Neuberg*

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**Steve Phillabaum** went to Oshkosh this year, leaving a couple of days before it started then returned after being there for several days. He flew his dad in his dad's Mustang II and he took some photos of the trip up there. Some of the photos Steve took are below.



Thanks, Steve, for sharing these photographs. These will be posted on the EAA 1350 Yahoo group, and as more are received, they will be posted also.

## *On the Menu for the Meeting*

We will be having our usual food-before-the-meeting at 6:30 for our July 9 meeting. It should be good.

The meeting will be at 7:00 but if you would like something to eat, be there at 6:30. The menu will be covered by one of our members who be will be bringing everything needed. If anyone else wants to bring anything, that would be welcome. Whatever you do, don't miss out on the meeting or the meal.

*August meal will be supplied by Dan Serrato*

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

*Dan will probably welcome any additions to his menu.*

*Email him if you would like to contribute to the meal.*

*Be thinking about what we will have or the September meeting.*

*Who is going to volunteer to bring the food on September 12?*

## Coming Up!

- 8-13-07                    EAA Chapter 1350 Meeting 7:00 with meal at 6:30
- 8-18-07                    EAA Chapter 1350 Pancake Breakfast 8:00 A.M.— 10:30 A.M.
- 9-14, 9-15-07            North Georgia Air & Car Show    Rome, Georgia (night show Friday 9-13)
- Know of any events coming up? Don't just tell someone, email it to [eea1350@eea1350.com](mailto:eea1350@eea1350.com)*

## Our Members:

David Barrett —	<a href="mailto:david@eea1350.com">david@eea1350.com</a>	Steve Phillabaum —	<a href="mailto:steve@eea1350.com">steve@eea1350.com</a>
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**NEXT MEETING WILL BE AUGUST 13 2007 AT 7:00 P.M.**



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

