



# Air Grangers



**CHRISTMAS PARTY AND MEETING DECEMBER 10 2007, AT 6:30**

**Mission Control, please be informed, there is a Santa Claus.**  
— James Lovell, Apollo 8 Commander, 1968.

**Our November Meeting** was a good one and everybody had a great time. We had ten people at the meeting, with two guests. Steve started things off right with spaghetti and sauce made from a family recipe. It was darn good and between that and all the other fixings, everybody got plenty to eat. Some of the members talked about their plane building projects and discussed them. Also discussed was the Pine Mountain airport, now renamed the Harris County Airport. Francis keeps us informed about what's going on. Steve told about the trip to Oshkosh with his dad. He saw app. 50 RVs coming in for a landing, wow. He also talked about having the FAA bringing a simulator to LaGrange. Jimmy and Don talked about the Peachtree City and Moody AFB airshow, both great shows. The October pancake breakfast was discussed as well, the highlight being eleven aircraft flying in(!). Gardiner talked about his plane building project and also suggested a workshop for a meeting. Glenn told some stories about the October pancake breakfast and about how the chapter was actually finally making a profit. The next meeting was discussed with those present deciding to have a Christmas party at the meeting. It should be fun, so don't miss it. Great food will be served and we should have a great time.

## October Pancake Breakfast

Things weren't hopping quite as much at our last breakfast as they were at the September breakfast. There a lot of things going on around the state so we didn't have as many planes fly in. We did have a couple though and those who came out for the breakfast had a good time. The weather was really nice and it was a good morning to come out to the airport.

Ed Martin flew in from Peachtree City and commented on how great the color of the leaves looked from the air. A few minutes later, one of our members was going up with him and took some photos of the view from the air.



We also had Deems Herring fly in from Pine Mountain. With him was Gary Brossett, who was also at the meeting on November 12. It was good to see both of them and have them as our guests at the meeting. Deems flew a Grumman low-wing in the original factory colors. It was a nice looking aircraft and we hope they'll drop in again.



This newsletter needs your input! [Email](mailto:eea1350@mindspring.com) your ideas, comments, and suggestions to [eea1350@mindspring.com](mailto:eea1350@mindspring.com).

The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

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



# Pictures from the breakfast



Now *that's* an attitude indicator!

A little too late, guys. Fortunately, Wayne fixed them lunch.



Ed on the roll back to Peachtree City

A farewell pass before heading home





Deems and Gary  
headed back home



## *In case you missed it . . .*

### Man Accused of Stealing Plane to Impress

From Associated Press

December 03, 2007 5:04 PM EST

LaPorte, Ind. - A man accused of stealing a twin-engine plane and driving it down the taxiway staged the stunt while he was drunk to impress his girlfriend, police said.

Michael Santos, 38, was charged Friday with theft, criminal mischief and operating a vehicle after his driving privileges had previously been forfeited for life.

Santos, who is being held in the LaPorte County Jail on \$2,000 bond, is accused of driving to the LaPorte Municipal Airport despite a lifetime ban on his driving privileges.

According to police reports, Santos was drunk when he took his girlfriend to the airport Sept. 9 to show her that he could fly a plane. They climbed into the plane and were heading down the taxiway when, Santos told police, flames began shooting from the left engine.

He said he turned off all the switches and veered into a soybean field.

Damage to the aircraft was estimated at \$160,000.

Police said the plane traveled a half mile along a taxiway before it missed the curve leading to the runway, chopping up soybeans with the propeller before getting stuck in the field.

LaPorte Police Detective Tom Thate said an anonymous tip from someone who overheard a man claiming he tried taking a plane for a ride led police to Santos.

*All this time people have been paying \$40-\$60 for an intro flight and all they really needed was a six pack.*



**Great News!**

**Unanimous!**



## **City of Jacksonville Repeals Anti-Homebuilding Ordinance**

**September 27, 2007** — “Absolutely happy!”

Milford Shirley, president of EAA Chapter 193, could hardly contain his enthusiasm Wednesday when he informed EAA that the Jacksonville City Council voted unanimously to repeal a city ordinance that prohibited working on or storing airplanes in residential areas.

The council voted 15-0 in favor of City Bill 955, which repeals the so-called Everett Ordinance prohibiting parking, storing, repairing, and operating flying craft and airboats in residential districts. The vote was originally scheduled for Tuesday night, but prolonged budget discussions forced the council to adjourn and reconvene Wednesday afternoon to finish its agenda.

“Fifteen of 19 council members were present and all voted with us,” an elated Shirley said. “It was well worth the wait.” Close to a dozen EAAers were on hand Tuesday night, and most showed up again Wednesday for the vote.

An 11th-hour opponent provided some added drama to the proceedings, as a community planning advisory council voiced support the existing ordinance. But Shirley, speaking on behalf of aviation enthusiasts, effectively refuted the opposition and secured the unanimous vote.

“The only caveat we have is that the council will do a zoning rewrite at some point that will include aviation as well as other recreation and hobbies,” he said. “We will do our best to stay vigilant to participate in the discussion.”

Shirley thanked council member Glorious Johnson, who sided with the EAAers and was very helpful in repealing the ordinance. He also thanked all the local EAA members and chapters for getting involved and showing fantastic unity throughout the long process, as well as EAA itself for publicizing the issue.

*Article above courtesy of EAA*

***Now we know what all those  
Santas do in the off-season***



# Safety Hot Spot: Winter Weather Flying Checkup



## FLIGHT PLANNING

**Briefing** — During your preflight briefing, pay particular attention to the possibility of in-flight icing, and be sure to check for icing airmets and pilot reports along your route of flight. A caveat, though: Pilot reports are great "real-world" information, but remember that weather often changes rapidly in the winter. Look at the big picture: One "good" pIREP doesn't necessarily mean it's safe to go.

**Flight plans** — It's *always* smart to file (and open) a VFR flight plan for cross-country trips, but it's particularly important in the more challenging survival conditions of winter. The best way to survive is to be found—and that means having someone looking for you. Bring a cell phone. If you fly in remote areas, think about carrying a good survival kit as well.

**Eyewitness reports** — The information you need doesn't always come in an official report. For example: Have the taxiways at your destination been plowed since last night's blizzard? Sometimes it's best to pick up the phone and talk to someone on the scene.

## AIRPORT OPERATIONS

**Airport diagrams** — It's easy to get lost at snow-covered airports when runway and taxiway markings are hidden. Download and print [free airport taxi diagrams](#) from ASF; use them to help increase your situational awareness.

**Taxiing** — Taxi at a slower pace when surface areas are covered in snow or slush, and use brakes sparingly to avoid sliding across icy patches. Use the throttle and rudder to control speed and direction. As you advance the throttle for runup, look outside to be sure that you're not sliding on ice. Also, be careful if snow or ice is obscuring the edges of paved areas. It's easy to let a main wheel drop off the edge, and it may take a great deal of effort to get it back on.

**Braking action reports** — At towered airports, pay attention to braking action reports. If conditions are reported as *good* or *fair* you're probably OK for taxi, takeoff and landing, but allow extra distance for all operations. If the report is poor or nil, you may want to rethink your entire flight, or, if airborne, divert to another airport. Even light crosswinds will complicate landings. For more information, read the [Cold Facts: Braking Action Reports Safety Brief](#).

## PREFLIGHT

**Gloves, hats, and boots** — Preflight will take longer in cold weather, and it's easier to do a thorough job if you're warm and comfortable. Good winter gear may also help ensure survival in the event of an off-airport landing.

**Engine preheat** — Be kind to your engine: Have it preheated before starting, particularly when the outside temperature is below 25 degrees Fahrenheit. One thing to remember: Wind chill only applies to living things. Your engine will be no more difficult to start on a cold day with a 30-knot gale than it is when winds are calm (though a warm engine *will* cool down faster when exposed to wind).

**Ice removal** — If there's snow or ice on the aircraft, it must be completely removed before flight. Use the procedures recommended in the [Cold Facts: Wing Contamination Safety Brief](#) to remove ice. Visually inspect the top of each wing and the tail, then touch them to verify they're ice-free. Snow may look light and fluffy, but don't count on it blowing off during taxi or takeoff. Remove all snow (and any ice it was hiding) during preflight.

**Engine start** — In cold weather, piston engines can be temperamental, to say the least. If it's really cold, delay any preflight item that draws current from the battery (radios, electric flaps, etc.) until *after* the engine's started. Cold start procedures vary, but generally avoid pumping the throttle during start attempts, as it can lead to an engine fire.

**Warm-up** — Keep the tach below 1,000 rpm until the oil pressure reaches the green arc, and generally avoid high rpm until the engine's had significant time to warm up.

## In Flight

**Pireps** — When it comes to avoiding nasty weather, pilot reports are some of the best tools at your disposal. Ask for them during your preflight briefing, and check with ATC or Flight Service for new ones en route. While you're at it, take a minute to give your own: Your fellow pilots will thank you! If you need a refresher on how to give a pirep, take [ASF's SkySpotter](#) online course.

**Get the picture** — Around weather, keep the big picture in mind. Where are the fronts? How are they moving? Cloud bases and tops? Is the MEA below the freezing level? The weather tends to change faster in winter, and systems are often smaller, meaning you're more likely to pass through changing conditions in a given flight.

**Ice is a drag** — If you encounter ice, don't hesitate: Turn around, descend to warmer temperatures, climb to colder temps, or divert. Tell ATC you're picking up ice, and don't be afraid to ask for an "immediate" climb, descent or turn. If necessary, declare an emergency. For more information, read ASF's [Aircraft Icing and Aircraft Deicing](#) and [Anti-icing Equipment Safety Advisors](#).

**Let it snow?** — Depending on temperature and the moisture content of the snow, it may or may not present an icing hazard. Still, it doesn't have to stick the airframe to be dangerous. Falling snow can very quickly produce a "whiteout" condition, in which visibility drops to nothing almost instantaneously.

*Courtesy of AOPA safety bulletin— Friday, October 27, 2006*



## *On the Menu for the Meeting*

We will be having our usual food-before-the-meeting at 6:30 for our Dec. 10 meeting. Gardiner is going to bring us chili and the

meeting will also be our Christmas party. Everyone is invited to come and bring spouses, dates, anyone they want. And members are also encouraged to bring something for the party also, such as sides, deserts, anything at all. It should be a great meeting and a time for us to share in some fellowship. Make sure you don't miss it.

*The December meal will be supplied by Gardiner Mason and everybody else. This is our Christmas party and we want it to be a good one. Non-food items that might add to the atmosphere are also encouraged. Let's make this last meeting of the year one to remember.*

### Coming Up!

Know of any events coming up? Don't just tell someone, email it to [eea1350@eea1350.com](mailto:eea1350@eea1350.com)

12-10	EAA 1350 Christmas Party Meeting	LaGrange Callaway Airport Conference Room
12-15	EAA 1350 Pancake Breakfast	LaGrange Callaway Airport
12-29	EAA890 Fly-in Breakfast	4A9 Isbell Field Airport Fort Payne, Ala.
1-05-08	EAA 690 Pancake Breakfast	Gwinnett County Airport-Briscoe Field LZU - Info-Joel Levine 770-394-5466



### Our Members:

David Barrett —	<a href="mailto:david@eea1350.com">david@eea1350.com</a>	Francis O'Shea —	<a href="mailto:francis@eea1350.com">francis@eea1350.com</a>
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**NEXT MEETING WILL BE DECEMBER 12 2007 AT ~~7:00~~ 6:30 P.M.**



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

