

**NEXT MEETING JULY 9TH 2007, AT 7:00 P.M.**

*Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier. — Anon.*

The meeting in June went well. All but two members were in attendance. Also attending was a guest, Gardiner Mason, who has been with us for the last two meetings. It's good to have him at the meeting.

Members discussed their plane building projects and Steve is still waiting to get to Peachtree City and get the foam he needs. The web site was discussed briefly as was some upcoming events. After the meeting was over, we all went down to Gardiner's hanger to see his current building project.

Our last pancake breakfast was June 16th and the weather was great. Some of the members weren't able to be there but it still went well. We did have one plane come in; not quite as many as some past breakfasts but it was still good to have a guest. Remember to get the word out when you can, let others know about it and invite them. We have had five planes and a helo fly in before, so others do know we have our breakfast. Flying somewhere? Take a flyer with you. Need one? Email Jimmy and he'll send it.



A Cessna 172 from Newnan



Steve and his grandson Brycen



Looking at Gardiner's plane



Glenn pilots a Stearman



Chapter members relaxing on a Saturday morning.

This newsletter needs your input! Email your ideas, comments, and suggestions to [ea1350@mindspring.com](mailto:ea1350@mindspring.com).

**A couple of good rules of flying:**

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Good judgment comes from experience. Unfortunately, the experience usually comes from poor judgment.

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

## *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 has been covered pretty well and members will be bringing everything needed. If anyone else wants to bring anything, that would be welcome. Whatever you do, don't miss out

*Main course—Lasagna, brought by Don Neuberg*

*Side dish—whatever Jimmy Robinson brings*

*Salad—supplied by Glenn Morrow*

*Rolls—brought by David Barrett*

*Desert—whatever Francis O'Shea brings*

*Drinks—whatever Dan Serrato brings*

## Hot Weather Aircraft Operations

Staying safe during hot weather aircraft operations is a challenge that most locations will face during the summer months. But what are the challenges presented by hot weather conditions and more importantly, how do we mitigate them?

Capt Mike Hiddessen, Chief of Flying Safety, 22d ARW at McConnell AFB, Kansas, says that one of the main considerations for personnel is proper hydration. "It can be kind of surprising that you need about a pint an hour of water, whether you're thirsty or not," says Hiddessen of hot weather activities. "That's basically a full bottle of water every hour. You should be constantly sipping all day long."

Becoming dehydrated can have numerous effects on the body with especially dangerous ones occurring in hot environments. Heat stroke and heat exhaustion can occur when the body is overheated and under-hydrated. Taking the time to drink plenty of water, together with resting in the shade, prevents the body from becoming over-stressed by heat.

There are also special issues relating to the maintenances of aircraft that are operating in hot weather conditions. Air conditioning is often used during hot weather. Aircraft performance is an obvious issue that must be addressed when planning a hot weather operation. For example, in hot weather, heavy gross weight can limit aircraft performance. One thing that you definitely have to pay close attention to is your runway length. Based on the gross weight of the aircraft you have to decide if you've got enough length of the runway, with the environment, to actually get off the ground. The high temperature is a direct factor on aircraft performance.

Planning ahead will help prepare you for any possibilities, such as having to decrease fuel weight. Hot weather comes as no surprise and planning ahead is the easiest way to stay on top of the situation. "Basically, know your procedures when it gets hot," says Hiddessen.

One of the primary responsibilities of a new pilot is to manage the takeoff and landing computations. "A new pilot is the subject matter expert," says Hiddessen. Planning ahead with weather briefings and knowledge of aircraft performance are key aspects of hot weather operations. But just as important is the need to keep properly hydrated. You can drink too much, but the majority of people don't drink enough.

"It just comes down to the training you have received all along. You really don't have to be creative when it comes to the hot weather; just be conservative. It just comes down to keeping cool, drinking water and watching your aircraft limitations."

*The article above was excerpted from an article titled "Hot Weather Aircraft Operations" by Lillian Teague*  
[http://findarticles.com/p/articles/mi\\_qa3744/is\\_200407/ai\\_n9451799](http://findarticles.com/p/articles/mi_qa3744/is_200407/ai_n9451799)

The article below is about a new aviation site that is a great for anyone interested in aviation or airshows. It's a good site for chapter members to go to for anything related to aviation.



## *Airshow Buzz*

*Get the latest aviation news, airshow event listings,  
view photo and videos all at Airshow Buzz*

There's a new aviation site in town. Airshow Buzz.com is one of the newer sites on the internet, and has become one of the premier sites on the internet. Launched in January of 2007, Airshow Buzz.com presents the ultimate social networking platform for aviation enthusiasts. As the internet's first "virtual hanger", people come from all over the world to share their photos, videos, and stories, while going beyond barriers and into the sky with the most elite aviators in the airshow industry.

In addition to the multitude of member capabilities, Airshow Buzz.com generates innovative behind-the-scenes original programming,; audio and video feeds from inside the world's most cutting-edge and storied aircraft; and comprehensive coverage and participation in aviation events around the globe.

It has attracted over registered 4000 users and these users are able to post and view photos and videos They are also to participate in forums where information and news can be exchanged and comments made. There are forums on a multitude of subjects, virtually all aspects of aviation. You will also find familiar names posting along with everybody else such as Patty Wagstaff, Jim Leroy, Rob Reider, and Dale "Snort" Snodgrass. There are F-22 pilots, former Thunderbirds, former Snowbirds, F-22 pilots, F-15 pilots, Heritage Flight pilots, aerobatic performers, and like some of us, armchair pilots. It is also possible to send personal messages to other registered users so friends can be made within the Airshow Buzz community.

Who started and is running this site?

**Ed Shipley** is the president of SMS and has nearly 30 years of direct marketing experience, programming development, and video and film production. He is also a well known airshow performer with 15 years experience in the T-6, P-51, and F-86. He is also the civilian liaison to the USAF Heritage Flight, where he is a team member. He is also a board member of the ICAS.

**Gen. Hal Hornburg** retired from the Air Force with 36 years service. As a commander of U.S. forces, he was responsible for 1200 aircraft, 25 wings, 16 bases, and more than 200 operating locations with 110,000 personnel. He has commanded at all levels and has more than 4400 flight hours.

**Stephanie Ross-Simon** has many years experience as a promotional and advertising director, having written for dignitaries such as President George Bush (#41), Walter Cronkite, Larry King, Governor Arnold Schwarzenegger, and former Mayor Rudolph Giuliani. She recently procured an invitation for the USAF Thunderbirds to ring the opening bell at the NY Stock Exchange.

**James Beasley Jr.** is a partner and counsel to SMS. He is an accomplished pilot with significant air show experience in fighter aircraft and presently flies lead in the world's only P-51 aerobatic team, the Horsemen (with Ed Shipley flying wing). He is a managing partner in a respected law firm in Philadelphia and is also a medical doctor.

**Deborah Mitchell** has ten years of airshow experience and was a Vice President of the International Counsel of Air Shows. She secured partnerships with companies such as Dr. Pepper, Discovery Channel, Exxon Mobil, and Saab. Prior to ICAS, she produced a world class airshow at Oceana, which was twice recognized as North America's best military show. She was also an award winning reporter with multiple Emmys and Tellys to her credit.

*Check out this site. It's a great site to get involved in and or anything related to aviation. If you're looking for news, information, photos, video, or chat with others, this is the best on the internet. For all those in the EAA, this is a great companion to the EAA national site.*

## *A few thoughts on summertime weather.*

Mother Nature is quite a scary lady. When the skies are blue and clear and the sun is shining brightly, you can forget just how scary she can be. But just ask anyone who has had the bad fortune of being stuck in a convertible or on a motorcycle during a violent thunderstorm or anyone who has lived through a tornado. Although there are wonderful advances in meteorological technology, and weather patterns can be forecasted with increased accuracy, Mother Nature still catches us by surprise now and again. The whims of the weather can be unpredictable and change very suddenly. Here in southwest Ohio, there is a joke about the weather that is probably repeated all over the country: if you don't like how the weather is now, just wait ten minutes - it'll change. Keeping on top of those changes is essential to safe operations in the aviation world. Among the most dangerous weather conditions for flyers are wind shear, ice, volcanic ash, arctic conditions and of course, thunderstorms. Here in the south, we don't necessarily have to worry about volcanic ash or arctic conditions. We do have to worry about thunderstorms, wind shear, and sudden hail. Be cautious and safe when you fly.

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## Coming Up!

7-08-07 EAA Chapter 661 Pancake Breakfast and Fly-in Gainesville, Georgia 7:30 until ?

7-21-07 Pensacola Beach Airshow with Blue Angels, Trojan Phlyers, AeroShell Aerobatic Team, Vortex Aerobatics, U.S. Coast Guard, and Fat Albert Starts at 12:00 *Get there early!*  
<http://www.visitpensacolabeach.com/what/airshow.asp>

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

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## Our Members:

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Don't forget, we have a chapter online bulletin board at Yahoo Groups. If you have anything to share, please post it so it can be shared with everybody. And, haven't signed up? The address is below. <sup>Hint</sup>

<http://groups.yahoo.com/group/eea1350/>

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

