

**NEXT MEETING JUNE 9, 2008, AT 7:00 P.M..**

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area.  
If you don't like what you see, turn them back off. -- *Unknown*

**May 12**, was the date of the May meeting and we had a good one. The meetings are always an enjoyment for those that come and this one was no different. The meal was provided by Dan Serrato who did a great job. Dan supplied everybody with sandwiches and three different kinds of meat, chips, and drinks. He had it covered all the way around. And he did it all the way from South America, where he was flying a mission for his Navy commitment. Francis brought some dessert so we all got our fill of supper and then some.

The meeting started at about 7:40, with Glenn discussing making wings level. The minutes were read and approved next. Francis discussed the Pine Mountain airport and about wanting to set up an airport advisory board and a manager being hired. Gary joined in the discussion also. Jimmy brought up members submitting photos for the web also member profiles for the newsletter, a column by a member. Don brought up upcoming aviation events and commented on a group going together. Glenn talked about flying into various airports and also about flying in a B-17. Members discussed various stories. The pancake breakfast was discussed next and the meeting adjourned about 8:40.

**Our May pancake breakfast** went well. We had ten aircraft fly in for the May breakfast, from Anniston, Newnan, Rome, Peachtree City, Marietta, and Senoia. We appreciate all our visitors stopping in and hope they were treated well and will come visit us again. Everybody seem to enjoy themselves so much that the breakfast lasted until about 11:00. No complaints though; it's always great to spend time with fellow aviation enthusiasts.



Our first visitor, Jim Semmens, from Anniston, Alabama

Dan Wood flies in from Peachtree City



A great way to spend a Saturday morning



Jerry Esquenazi came in with his son and gets ready to head back to Senoia in his RV-8



Here comes John Martino from Newnan in his Mustang II

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

**Control tower to a 747:** "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."  
**United 239:** "Approach, I've always wanted to say this... I've got the little Fokker in sight."

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

# More Pancake Pictures Pt. 1



Michael Britton flies in from Rome on a nice Saturday



and then taxis his Mooney M20J in for a good pancake breakfast



John Martino flies his Mustang II in from Newnan



High above LGC



On the ground from Peachtree City



## More Pancake Pictures Pt. 2



Kyle Boatwright flies his RV-6 in from Marietta, and makes a smooth landing.



Dan Wood flies back to Rome in his highly polished Cessna 170



James Semmons taxis out and then takes off for the Lanett Fly-In before heading back to Anniston



## More Pancake Pictures Pt. 3



Michael Britton climbs into the sky to head back to home, sweet Rome



Don West heads back to Rome also



John Martino heads into the sky on a short hop back to Newnan

Back to Marietta for Kyle Boatwright



Back in the cockpit, headed for home



Into the air for the air for the Pitts and back to Peachtree City

## ***AND NOW, A FEW WORDS FROM OUR PRESIDENT . . .***

Aircraft covered with fabric have been in existence since the very beginning of flight. During the late 1800s kites and gliders were constructed and flown. The Wright brothers discovered that without fabric as a wing it was useless as a lifting surface. All of the early designs were covered with a fabric material to hold the structure together in addition to providing the foundation for lift. Fabric also provided for flexibility of the wing structure, allowing control of the aircraft using the early wing-warping technique. The first fabric the Wright brothers used was muslin. It was a tightly woven cotton material used largely for woman's undergarments. Later, cotton was used infused with rubber, making it airtight and waterproof.

Cotton and linen were used largely for covering aircraft through WWI. Earlier aircraft were covered with fabric because it was light and easy to use, and early aviators found that unless they tightened and sealed the fabric, the wings would not create lift, so they used varnish to seal the fabric. They found varnish would soon crack, so they developed furniture lacquer into nitrate dope, which is still used today. Nitrate dope is very flammable, which is a problem with cotton and Nitrate finishes.

Dacron was developed in England in the 1940s. It started being manufactured in the U.S. in 1953. Dacron was shrunk with heat instead of dope. Butyrate dope was developed at this time, did not stick to polyester fabric very well, so the first coats of dope were nitrate, then the butyrate applied over nitrate. This system is still used today as well. The most widely used covering system today is the poly-fiber system. You use an electric iron to shrink the fabric, then you apply vinyl-based chemicals that will not shrink the

fabric anymore. All the systems that are used today are in the same price range, no matter what process you use, must stick to the materials and instructions for that system.

*Glenn Morrow*

*President EAA Chapter 1350*

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

### **Planes Stuck on Top of Each Other at Texas Airport**

Thursday, May 15, 2008

Associated Press

ROANOKE, Texas —

One small airplane ended up on top of another Thursday in a collision at Northwest Regional Airport, about 20 miles northeast of the Fort Worth area.

Nobody was seriously hurt in the accident as one plane apparently tried to land as the other was taking off from the airport near Texas Motor Speedway, KXAS-TV reported.



Live television coverage showed two single-engine planes, one stacked atop the other.

Northwest Regional Airport, on its Web site, bills itself as the largest privately-owned airport in America, with more than 550 planes.

There is no control tower. Pilots using the airport are required to transmit their locations over a certain radio frequency.

The weather in the area Thursday was partly cloudy with light winds.

Airport officials did not immediately respond to calls for comment.



# ***The Monthly Air Granger***

***presented this month by Francis O'Shea***

Back in General Science class, we were instructed: ..."There is no such thing as cold. Cold does not exist. Objects have only heat, not cold..." I'm guessing my General Science teacher had never been acclimated to Georgia temperatures before visiting the Northwest.



Last week, my two youngest and I were plying the back roads and bright lights of Washington and Vancouver, B.C. Our departure temperature at ATL was a balmy 91° F. We were greeted with 53° when we arrived at SEA.

"Refreshing," we thought, "a welcome change"!

However, when combined with steady light rain and 20 mph breezes while circumnavigating Mt. Rainier, "refreshing" turned to, "We could use a bit of Georgia heat up here."

Our excursion to the Northwest was initiated by an Orbitz ad that offered round trip airfare from ATL to SEA for \$218. As the available dates for the fare coincided with the beginning of the kids' summer recess from school, we jumped on the opportunity to see the Olympic Peninsula and Vancouver, B.C. – places we had previously considered visiting.



The southern and western portions of the Olympic Peninsula, though mostly wild forest, appear to be on the threshold of significant recreation development. Its few small towns appear to be supported by logging and lumber processing. A ten-mile stretch of the Pacific shoreline is piled high with centuries-old accumulation of logs and uprooted trees that have been washed ashore. The northern shoreline was settled in the 1800s. The eastern sector is most intensely developed – it has a US Navy shipyard that is currently used for decommissioning sea vessels. Traveling between the Peninsula and Seattle is easiest and most economical via the many State-owned ferries that run continuously to several Peninsula cities. Sea life sightings are a common occurrence from the ferries – orcas, birds, porpoises.



Vancouver's traffic congestion is similar to other large cities. Driving in the city compares with driving down 42<sup>nd</sup> Avenue in New York except Vancouver's traffic lanes appear to be at least two feet narrower than those in the US.

The Seattle Space Needle, while offering terrific views of the entire metropolitan area, seems to be a prime source of revenue for the city. Actually, if high-elevation views of the area are a major quest, such views may be better from the tops of Downtown area high-rises, a few of which are taller than the Space Needle.

Despite the cool temperatures and perpetually cloudy skies, our week in the Northwest was a worthwhile family event. An unplanned bonus for me was constant critiquing of my driving skills by two teen-agers.

*This is a new series in the newsletter. Each month, a different member will contribute a column or a story. This month marks the debut of this feature and it is being contributed by Francis O'Shea..*

# Hot weather ops

Karen "Snappy" Heupel

Summer weather is around the corner. What things do you need to consider when flying in hot weather operations?

Everyone knows that in hot surroundings, sweating is the main mechanism to dissipate body heat, and when you stop sweating, it is even worse. Everyone also knows thirst is not a good indicator of dehydration. But do you know that a lack of alertness can occur in the early stages of dehydration? This begins when someone is two to three percent dehydrated-which is before they even realize they are thirsty. Decreased mental performance from dehydration manifests itself in delayed reaction time, higher error rate (errors of omission are more common), mechanical mistakes such as transposing digits or inadvertent operations of switches, channelized attention, poor response to emergencies and poor learning. Dehydration also affects physical performance by increased fatigue, increased motion sickness, increased hypoxic effects and decreased G-tolerance.

The people most at risk for dehydration and its effects are inexperienced aviators (such as students and those in upgrade training), people new to the unit (with a lot of new material to learn), shift workers (such as ATC and UAV pilots and operators), and individuals who are already fatigued or undernourished. Other factors that worsen the effects of dehydration include obesity (due to poor dissipation of body heat), drinking alcohol, lack of sleep and fatigue, and the requirement to wear layers of clothing and equipment.

The jobs that are most affected by dehydration include those tasks which require attention to detail, those that need concentration and short term memory (e.g. calculations, map plotting, coding messages, repeating communications), tasks which require arm-hand steadiness (e.g. aiming/shooting a weapon) and monotonous, repetitive, or boring tasks (the straight and level part of flying).

In addition, when it's hot many people become less interested in exercising. Lapses in physical training routines can produce decrements in fitness in about two weeks. Once the lapse in training occurs, the previously built up stamina for long flying operations also decreases. In order to stay (or get in) good physical condition during hot weather, the key is to remember to increase hydration before, during and after exercise. A rough way to determine if you are adequately hydrated is to look at your urine (not your buddies). If urine is darker colored than yellow lemonade (or looks like pink lemonade) or you can't remember the last time you urinated, then you most likely have an insufficient fluid intake.

Another problem is that people voluntarily reduce food intake by 20-40 percent when deployed in a field setting. This also leads to reduced fluid intake, which also decreases the desire to eat. It's a common misconception that the amount of food or energy needed decreases during hot weather. Although the desire to eat goes down, the actual amount of calories required increases in hot weather. Therefore aviators must use food and water as tactical weapons. Aviators need to eat and drink on a schedule, whether they are hungry or thirsty or not.

The effects of heat and dehydration are often insidious in character and the victims are most often unaware of changes in their own performance. It is those small (to not so small) losses of attention to detail that cause most mishaps. So stay vigilant. Watch out for yourselves and your fellow aviators and avoid those small stupid errors. Stay healthy and hydrated!

LT COL (DR.) KAREN "SNAPPY" HEUPEL

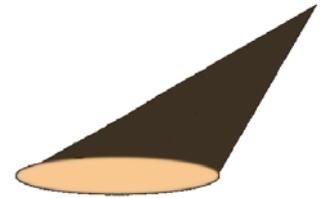
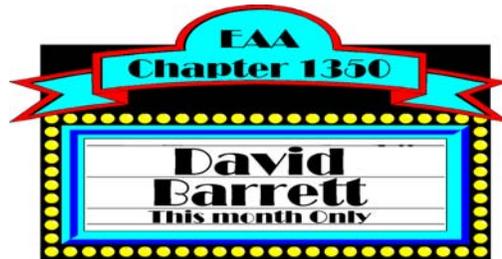
HQ Air Force Safety Center

Kirtland AFB, NM

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*The article above courtesy of Flying Safety magazine June 2007 and was contributed by Jimmy Robinson.*



I've had peripheral exposure to aircraft at various points in my life, but it wasn't until later on that I really got the bug. As a small child, one of my father's college friends flew in to visit in a small two-seater. I got to see it take off when he left, but wasn't able to get close to the plane. (Some day I'll find a photo of that plane and see if any of you can identify it.) While in college, I got to ride in a C-152 with a friend of my brother-in-law.



After graduating, I went to work for Cincinnati Milacron, a Fortune 500 machine tool manufacturer, in a sales position. I spent a few years in Worcester, MA, learning the business and getting my feet wet as a sales project engineer. I spent a year in the Chicago regional office before moving down to Georgia. My boss in Charlotte was a former Marine pilot (A-4) and loved to talk about flying. I called on a number of aerospace facilities here: Lockheed-Georgia, Gulfstream, Maule, Ayres, Boeing, Grumman, and the Robins AFB maintenance facility. Charlie frequently joined me when I called on these plants and loved to participate in the hangar talk with everyone there. Although he loved to talk about flying, I don't believe he ever flew again after resigning his commission.

During graduate school, I didn't give flying much thought. It wasn't until several years ago on a trip to Milwaukee for Christmas when I went with family to the EAA museum in Oshkosh that I really started to think seriously about learning to fly and building a plane. There's nothing like seeing all of those beautiful homebuilts and knowing that many thousands had done it before. I began searching the internet for ideas. The following summer, I went back to Oshkosh for AirVenture with my father, and finally settled on an RV after a conversation with Jan Egenfellner. (I talked about selecting a plane in a previous article.)

Before taking the plunge and sending a check to Van's for the tail kit, I thought it might be a good idea to learn how to fly first. After my first lesson, I thought, "Why didn't I start this earlier?" What fun to be several thousand feet above the ground and fly around without lanes in a road to direct where you go. I'll eventually get my instrument rating, but that will proceed slowly for now. Unless I change careers and get a job that pays more than teaching, I'll save my money and put it in my panel instead.

I've been teaching for nearly twenty years, and you'd think I'd be able to find a lot of time to work on my plane. The problem with teaching is that for every hour you spend in the classroom, you spend many more outside preparing for class, grading all of those assignments you handed out, advising students, remaining current in your field, and fulfilling the never-ending committee responsibilities. I also do some consulting in the insurance industry where I work with actuaries to use historical claims data to determine whether the collected premiums will sufficient to pay all expected claims. I may need to do that full time to pay for fuel at the rate the price of oil is rising.

I talk about my flying time now in tens of hours rather than thousands of hours. By the time I finish my RV, I'll have nearly two thousand hours of time in it. My goal then will be to put as many hours into flying it as I did in building it. Maybe I'll discover oil in my back yard or win the lottery so I can afford it.

*This month's newsletter begins a series where a different member is put in the spotlight each month, along with a short biography. This will expand on bios contained on the chapter web site.*

## Quit stalling! How to beat the summer heat...

By Dr. David Vaught

- article submitted by Simon Geiger - thank you!

We all have visions that our planes will fly wonderfully simply because we took the time to carefully build them. The late-summer scenario, though, unfolds like this:

I was at the flying field one hot, dry Saturday afternoon and noticed planes using a lot more runway than usual and I, unfortunately, witnessed two planes stalling on approach. So why would these events be occurring and what was the influencing factor I had experienced? The answer is density altitude.

Density altitude is basically a measure of actual altitude conditions you will be flying under with factors that include mean sea level barometric air pressure, temperature, and dew point. Going back to my basic flight training in a Cessna 150 I remember well that there were times when under a high-density altitude environment I could not fly the plane with an instructor and full fuel tanks. Many may think a four-seat plane is designed to carry four people, but the reality is that even in fairly optimal conditions you can't put a full tank of gas in the plane. One of the culprits is density altitude.

With these factors present every time we fly our airplanes in the hot summer, we have to realize we are limited by density altitude. In essence, because we have high temperatures, low barometric pressure and high dew points, we just do not have as much for the prop to grab onto with each revolution. In the winter with low temperatures, high barometric pressure and dew points that don't really count, the air is very dense and we have lots of molecules to slice the prop through. So, on a cool or cold day our planes perform like rockets and on a hot summer day they are sluggish.

Let's look at another scenario I have heard many times that occurs in the mountains above 5,000 feet. Some flyers I have talked to complain that their planes will not fly and, in fact, even if they lift off the runway any simple maneuver promotes a stall. They return to the hanger and commonly think they need more power, while the same plane flies perfectly at sea level. Even worse, they believe their plane was poorly manufactured. Therefore, it is possible when we incorporate density altitude that my flying field at 814 feet will act like a field at 5,000 feet. All of a sudden the scenarios I witnessed at the flying field make sense.

The next time you fly on a hot day think about what you must do to avoid problems. First, allow plenty of room for the takeoff. Second, keep your airspeed up on final approach and third, if you are under-powered to start with, consider an early-morning, cool-air flight. Remember, it's not your plane that is misbehaving, but rather the forces of nature beyond your control. Being aware of density altitude might just prevent a frustrating crash that leaves you scratching your head in confusion.

*The article above has been condensed and is courtesy of the Rockland County Radio Control Club - [http://www.rcrc.com/hot\\_weather.htm](http://www.rcrc.com/hot_weather.htm), and was contributed by Jimmy Robinson.*

**CHICKEN WINGS®**

BY MICHAEL AND STEFAN STRASSER



*Ever happen to you?*



Your contributions are **needed** for humor, funny stories, jokes, cartoons, quotes and all other types of humorous content for this newsletter. Please send all material to [jimmy@eaa1350.com](mailto:jimmy@eaa1350.com).

## ***On the Menu for the Meeting***

and you won't want to miss it.

The meeting will be at 7:00 but if you would like something to eat, be there at 6:30. Whatever you do, don't miss out on the meeting or the meal.

*The June meal will be supplied by the members.*

*We will grill hamburgers or hotdogs and any sides, drinks, or desserts anybody can bring will be welcome.*

*Email the member address if you can bring anything.*

*Be thinking about what we will have for the July meeting.*

*Who is going to volunteer to bring the food on July 14<sup>th</sup>?*

## Coming Up!

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

6-9	EAA 1350 chapter meeting	7:00—8:30	LaGrange Airport
6-21	EAA 1350 Pancake Breakfast	8:00 AM — 1030 AM	LaGrange Airport
6-21-22	Georgia Peach Fly-In	Perry, Georgia	Peach County Airport
6-28-29	Huntsville Airshow 2008	Huntsville, Alabama	Huntsville Airport

## 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,

**NEXT MEETING WILL BE JUNE 9, 2008 AT 7:00 P.M.**



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

