

NEXT MEETING MAY 11 2009, AT 7:00 P.M.

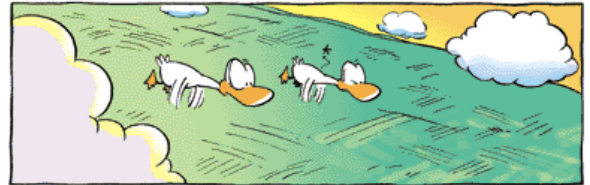
Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes. — *Captain Rex Kramer*

Our April Meeting was in the temporary FBO, the first one we had there. It was a pretty good meeting and a little different than what we have had before. We didn't have a meal for this meeting and the meetings were read and approved. David and Gardiner gave a report on the last pancake breakfast and said everybody like Gardiner's biscuits. David talked about his plane project and getting everything in his hanger. Dan said his Cod was ready for his checkride and hoped he would get it to LaGrange soon. Gardiner talked about his plane project and the brake pedals and fuel tank. He said he did a taxi test the week before, running up the engines. He also talked about the CG. The members talked about building planes for about fifteen minutes after this. Gardiner discussed problems with his fuel flow and the replacing the fuel tank. Jimmy gave a report on the March newsletter and said that David had salvaged the damaged file and that he would sending it out soon. There was a discussion about where to meet for the next four meetings and the consensus was to keep meeting in the current FBO. It was decided by the members not to host a Sun-Fun booth this year also. Our next meeting will be on May 11. Hope everybody can make it.

The pancake breakfast in April went well and we had a good turnout. We had several members missing because of other commitments, including our chapter photographer, but several planes ended up flying in and joining us. Glenn and David took care of the cooking, along with Wayne, and it ended up being a great day. The weather was nice, clear, and just right for getting out on a Saturday morning. Kudos go out to all the members who showed up. And, it's also nice to be able to share time with people from other chapters and towns. Our next breakfast will be on May 16th. Spring is fully here and the weather should be perfect. Try and make it if you can. You'll miss out on a great breakfast and good company if you're not able to make it.

SWAMP

by Gary Clark



I guess that's what you might call a really 'crappy' landing.

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

Aviation Terms

Engine Failure: A condition which occurs when all fuel tanks mysteriously become filled with air.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

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



Fast Track Your Medical Certificate

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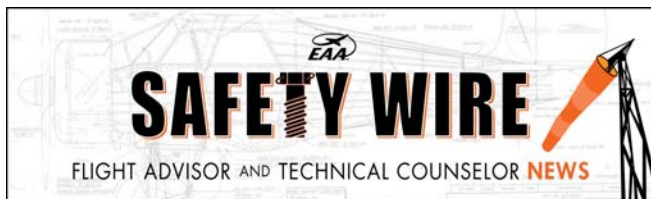


"EAA serves three constituencies—craftsman, pilots, and aviation enthusiasts. Craftsmen have been our core and will continue to be prominent in EAA's future. This includes builders, restorers, designers, and innovators. The pilot community is represented by the hundreds of thousands of people who are passionate about flying, regardless of the type of aircraft. These individuals look to EAA to protect their access to the sky, preserve aviation's affordability, increase their aviation knowledge, and provide an opportunity for them to network with other pilots. Enthusiasts dream of becoming a pilot, owning an airplane, or somehow becoming more actively involved in aviation. They look to EAA to keep their dream alive, making their goals a possibility." Tom Poberezny, Jan '09

Reading Tom's comments, you'd think he had spent some time at our chapter, in that we are well represented by the three constituencies. We as a chapter can reach out to those enthusi-



Extend a hand to a Scout and share your love of aviation. The Aviation Merit badge introduces a scout to the world of aviation. Activities, such as, identifying aircraft components, instruments and flight controls, reading aeronautical charts and explaining pilot certificate requirements combined with either a visit to an air museum or airport round out the badge requirements. Have a scout in your family or neighborhood? Consider inviting them to a pancake breakfast and start them on



At the recent Chapter 818 meeting our program featured a local FBO talking about maintenance services they are able to provide to owners of Experimental aircraft and LSA. A question was asked regarding what maintenance problems had been encountered with the new LSAs that are becoming more common on the flight

line. The FBO reported that numerous cases had been found where wiring and tubing were not satisfactorily located or secured in the engine compartment to prevent chafing, and wires or tubes/hoses passing through holes in composite panels were left unprotected for chafing. Avoiding loss of electrical system function through broken wires or short circuits and the potential for fires or loss of fuel due to fuel leaks suggest the importance of careful inspection of new or in-service aircraft beyond normal preflight inspections. The use of clamps and standoffs in the engine compartment to protect wires and tubes and the appropriate use of rubber grommets to protect wires and tubes running through panels was noted as being good maintenance practice. It was suggested that, when dealing with factory-built SLSA, this should not constitute a modification to the manufacturer's design needing approval by the aircraft manufacturer.

The speaker noted that maintenance problems that were detected on SLSA were readily received by the various manufacturers who were agreeable to appropriate fixes if they hadn't already identified the problem/fix. (Reprint from Jan 09 issue)

These observations were made on factory built light sport aircraft, but the lessons learned can be applied to homebuilts as well. Good maintenance practices and inspection beyond a normal preflight can improve aviation safety.

First Flights — by Jack Prock

Many of our members are involved in the Young Eagles program, which I think is a great opportunity to spread the word about fun and safe flying to the next generation. I want to relate my experience of my first flight and share with you why I think the Young Eagles program is so important.

In the early 70's, I was a boy of 12 with the dream of becoming a pilot. Like many in our group, I would ride my bike to the airport and watch for hours the takeoffs and landings of local aircraft. I had plans to join the Navy and learn how to fly. One of my neighbors at the time was a naval aviator that lived two doors away and attended the Naval Post- Graduate School in Monterey. He was building a BD-5 in his garage and I would watch him in the building process at every opportunity, still dreaming of my own aviation career.

Since I had never been in an airplane, when he asked if I wanted to go flying, I jumped at the opportunity. I was so thrilled with going flying, that I remember not being able to sleep much the night before. That next day he rented a Cessna 150 from a local club and we went flying. Unfortunately for me, his idea of a safe, fun first flight was showing me the performance of the 150 and his piloting abilities. This included hammerhead stalls, spins and power off maneuvers, down to about 20 feet off the ground. To a 12-year old who didn't know much about how airplanes flew, I believed what I saw in the movies ... when the engine stopped, the plane would fall out of the sky!

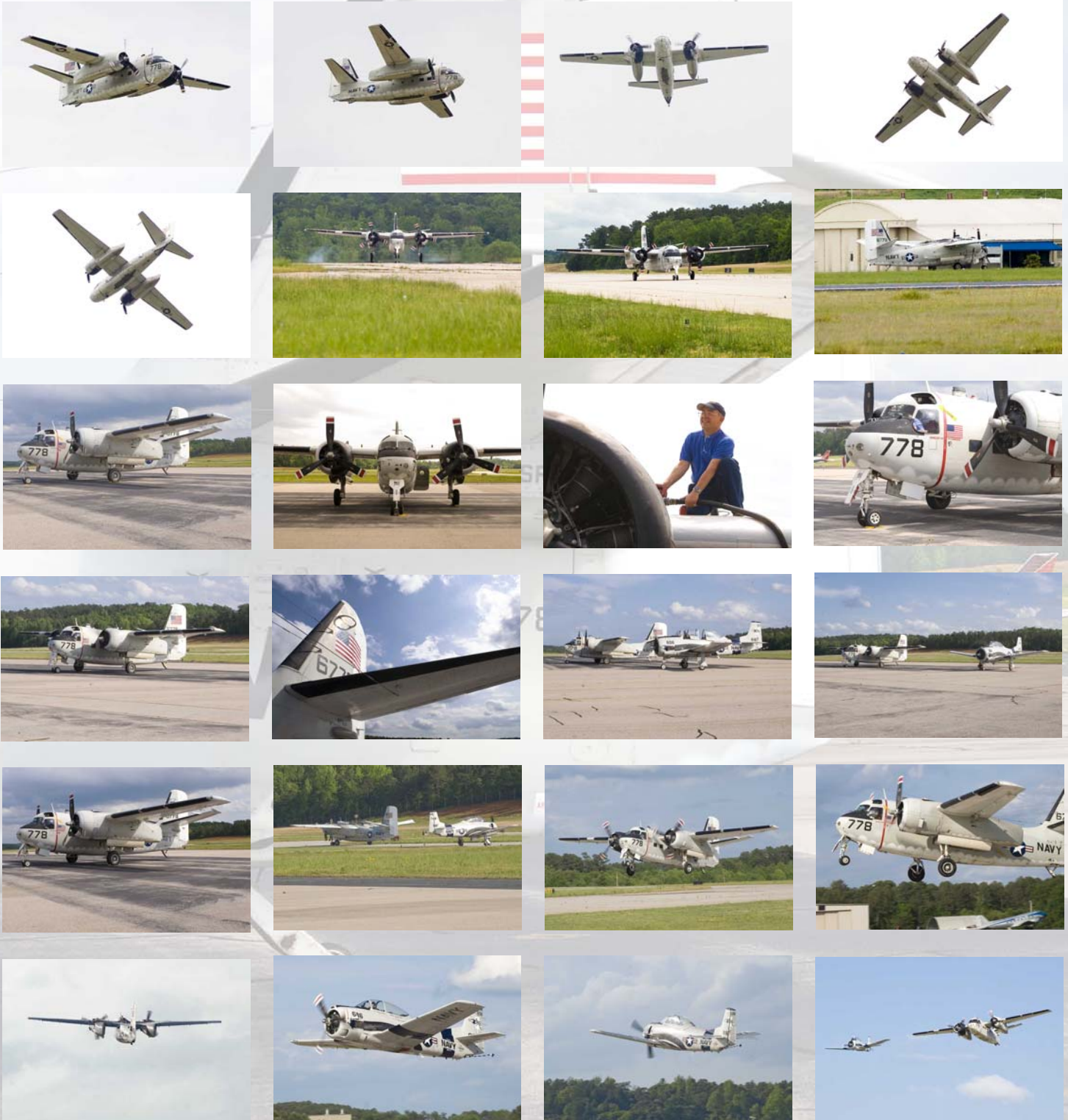
To say the least he scared me to death. I remember several times during that hour trying to suppress the feeling I was going to wear my lunch. After landing I was so incredibly happy to be back on the ground. My career path was changed forever. After that day, my dream was crushed. At the time, I figured that if I couldn't handle those maneuvers in a small plane, how would I ever be able to handle them in a jet? I know now that those thoughts are irrational, but I still remember the raw fear I had while sitting in that plane.

After giving up my dream of flying for a living, I eventually became an engineer. I didn't fly in a small plane again until my newly acquired stepfather took me flying again in a 150 when I was in my mid-twenties. This second flight re-opened my eyes to flying. My love for airplanes returned. Within a year of that second flight, I had become a private pilot, bought a Grumman Cheetah, and was fulfilling my dream from my childhood.

Now with over 600 hours of flying time, I have given numerous first flights to kids. With the memory of my first flight in the back of my mind, every one of those flights has been as smooth and safe as I can make them. My reason for writing this here is to remind our Young Eagle pilots how impressionable the young passengers can be. I am sure that none of our pilots would ever do anything to intentionally scare these kids. But, if they could keep this story in the back of their minds the next time they give a ride and remember that even maneuvers that to us seem innocuous, may have unintended consequences.

The C-1 Cod "Trader" has Arrived!

Dan Serrato flew into LaGrange with his C-1 aircraft Friday, May 1st. His airplane looked great and still had the look and feel of a military aircraft. He did a couple of passes before landing, then left again a little after 5:00 to head for New Orleans to have his airplane on static display at an airshow. His instructor pilot, Mike Spalding, flew in with him, and flew the C-1 to New Orleans and Dan flew his T-28. The two planes looked great on the ramp together and did a formation pass over the runway before departing the airport airspace.



On the Menu for the Meeting

We will be having our usual food-before-the-meeting at 6:30 for our May 11th 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 the members who will be bringing everything needed. If anyone else wants to bring anything else, that would be welcome. Whatever you do, don't miss out on the meeting or the meal.

The May 11th main course will be supplied by Francis, with the sides and drinks being brought by the members. If anyone wants to bring anything else, feel free to bring it. Be thinking about what we will have or the June 8th meeting. Who is going to volunteer to bring the main course on June 8th?

Coming Up!

Know of any events coming up? Don't just tell someone, email it to eea1350@eea1350.com

5-11-09	EAA 1350 meeting	7:00	LaGrange Airport, LaGrange, GA
5-16-09	EAA 1350 Pancake Breakfast	8:00—10:30	LaGrange Airport, LaGrange, GA
5-16-09	LSA and Experimental Fly-In	8:00—4:00	Falcon Field, Peachtree City, GA
5-16,17-09	Fly-in and Amer. Heroes Expo	Richard B. Russell Airport, Rome, GA (KRMG)	
5-23-09	EAA 1211 Georgia Mountain Fly-In	Blairsville, GA Airport (KDZJ)	

Our Members:

David Barrett —	david@eea1350.com	Gary Brossett —	gary@eea1350.com
Harold Jarman —	harold@eea1350.com	Gardiner Mason —	gardiner@eea1350.com
Glenn Morrow —	glenn@eea1350.com	Don Neuberg —	don@eea1350.com
Francis O'Shea —	francis@eea1350.com	Jimmy Robinson —	jimmy@eea1350.com
Bill Roberts —	bill@eea1350.com	Dan Serrato —	dan@eea1350.com

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. ^{Hint}

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

NEXT MEETING WILL BE MAT 11, 2009 AT 7:00 P.M.



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

