



Air Grangers



NEXT MEETING NOVEMBER 12 2007, AT 7:00 P.M..

**Talking about airplanes is a very pleasant mental disease.
- - Sergei Sikorsky, 'AOPA Pilot' magazine February 2003.**

October 8th was our monthly meeting and we had eight in attendance. We missed those who weren't able to attend and hope they'll be able to join us

November 12th. Our meal was provided by Frances and he did a good job. Everybody there had a good time chowing down on hamburgers and talking until about 7:35. The September minutes were then read and approved.

Gardinder talked about his plane project, and Glenn picked at Dan for not bringing some photos. Dan talked about his Bonanza being painted and its history.

An aviation class at Harris County HS was brought up by Jeff and was discussed for a little bit. Also discussed were upcoming airshows. Events for the chapter was discussed and also some fund raising events.

Jimmy promised to bring some photos from the airshow he and Don had attended to show at the November meeting. Does he know the work he had just volunteered for in getting them ready? It was a good meeting all around and those present had a good time.

Our next meeting is **November 12.** Try and come if you can. It's always a better meeting the more people we have.

*Question for the next meeting—
Should the chapter plane to have a Christmas party?*

CHASING THE NEEDLE

It's a fortunate truth that some of the challenges that face student pilots are easily resolved.

Many trainees struggle to maintain altitude in straight-and-level flight, until a revelation makes the problem disappear. What obstacle could be so formidable yet vanish so quickly? An obsession with the tiny movements of your flight instruments' needles. Relying excessively on an instrument such as the vertical speed indicator (VSI) is a common example. Don't chase needles! It can add hours, cost, and pain to your training.

The VSI is a useful instrument, with its display of trends, and then after a lag, rates of climb or descent. Using it incorrectly—or overreacting to its display—can leave a pilot despairing of being able to hold an altitude. But turbulence, thermal currents, or pitch oscillations can put the needle momentarily in motion. It may just as suddenly settle down.

When you begin a climb or descent, the VSI senses a change in static pressure and displays the initial trend on the face of the instrument. The time between this display and the indication of a stabilized rate is the lag, as explained in [Chapter 6](#) of the *Pilot's Handbook of Aeronautical Knowledge*. Note: "Rough control technique and turbulence can extend the lag period and cause erratic and unstable rate indications." For a mechanical analysis of why a VSI is prone to these inaccuracies, see ["Getting to the Point: Systems Made Simple"](#) in the March 2004 *AOPA Flight Training*.

As noted, the VSI is linked to the aircraft's static port, which is a component of the pitot-static system. The airspeed indicator (ASI) and altimeter also harness pitot-static information, and all respond differently to static-port blockages. Recapping from David Montoya's February 2002 *AOPA Flight Training* feature ["Mastering the Flight Instruments."](#) "The ASI will indicate a lower-than-correct airspeed when the airplane is at an altitude above where the blockage occurred, and a higher-than-correct airspeed when the airplane is at an altitude below where blockage occurred. The altimeter freezes on the altitude where the error occurred, and the VSI settles on zero fpm vertical velocity."

Use your VSI to confirm desired climb or descent rates. Don't let it lead you astray when the task at hand is flying straight and level by visual references.

Courtesy of AOPA ePilot 7-22-05

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

What is the similarity between air traffic controllers (ATC) and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies.

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

October 20 was the morning of our pancake breakfast and it went very well. We had seventeen people sign the register and had eleven planes fly in. It was a great pancake breakfast and everybody that came had a good time. It's always enjoyable talking with other pilots and aviation enthusiasts.



First there were two



Then there were three



Then there were four



Then there were five



Glen makes it six



Glen gives a wave

Some scenes from the Saturday breakfast



On the way home in a formation takeoff



A formation flyby



A lot of people dropped by on the morning of the breakfast and there was even a little flying going on. Some of the planes from Peachtree City did a formation takeoff. Joe Fagundes did a takeoff on his way to an airshow in Augusta and then made a low level pass on the deck, dousing Jimmy with smoke (no complaints from Jimmy though, since he had a front row seat for the pass and for his photography).

In addition to at least five planes from Peachtree City, we had visitors from Newnan, here in La-Grange, and Glen Boyd dropped in from Winder. It was a great breakfast and we appreciate all our visitors dropping in to our breakfast.



Joe Fagundes does a takeoff bearing smoke and then a low level pass for the crowd



A lot of activity for this breakfast, and a great morning with some great flying. We hope that everybody who came out had a good time and that all our visitors will fly in again sometime. Our next breakfast is **Nov. 17**. Come out if you want to have a great time on a Saturday.

TIPS ON WINTER FLYING

Most pilots are familiar with winter conditions in their particular area; however, often a distance of a few miles may change the environment enough to present new problems to an inexperienced pilot. There are certain precautions that are significant to winter flying. Flight planning during winter months will require special knowledge in order to protect the aircraft as well as the pilot. Extra precautions should be used. Often roads that are well traveled during the summer months will be abandoned in the winter. To be forced down far from civilization may create a serious problem of survival. With today's extensive highway system, most flights in small aircraft would not be extended more than a few minutes if a well-traveled route were followed. Even the vehicles on the road can give valuable information. You may see cars and trucks coming toward you with fresh snow adhering to the front of the vehicles. In most cases, you may as well start making a 180-degree turn due to reduced visibility ahead.

OF COURSE FILE A FLIGHT PLAN. A FLIGHT PLAN, IN CONJUNCTION WITH AN ELT, AND A LITTLE KNOWLEDGE ON WINTER SURVIVAL MAY SAVE YOUR LIFE. EXPERIENCE HAS SHOWN THAT THE ADVICE OF OPERATORS WHO ARE LOCATED IN THE AREA WHERE THE OPERATION IS CONTEMPLATED IS INVALUABLE, SINCE THEY ARE IN A POSITION TO JUDGE REQUIREMENTS AND LIMITATIONS FOR OPERATION IN THEIR PARTICULAR AREA.

IN MAKING BUSINESS APPOINTMENTS, ALWAYS GIVE YOURSELF AN OUT BY INFORMING YOUR CONTACT THAT YOU INTEND TO FLY AND WILL ARRIVE AT A CERTAIN TIME, UNLESS THE WEATHER CONDITIONS ARE UNFAVORABLE. YOU, THE PILOT, HAVE COMPLETE RESPONSIBILITY FOR THE **GO OR NO - GO** DECISION BASED ON THE BEST INFORMATION AVAILABLE. DO NOT LET COMPULSION TAKE THE PLACE OF GOOD JUDGMENT.

TAKEOFF

Takeoffs in cold weather offer some distinct advantages, but they also offer some special problems. A few points to remember are as follows:

- Do not overboost supercharged engines. This is easy to do because at very low density altitude, the engine "thinks" it is operating as much as 8,000 feet below sea level in certain situations. Care should be exercised in operating normally aspirated engines. Power output increases at about 1% for each ten degrees of temperature below that of standard air. At -40°F an engine will develop 10% more than rated power even though RPM and MP limits are not exceeded.
- If the temperature rises, do not expect the same performance from your aircraft as when it was operated at the lower density altitudes of cold weather.

USE CARBURETOR HEAT AS REQUIRED. IN SOME CASES, IT IS NECESSARY TO USE HEAT TO VAPORIZE THE FUEL. GASOLINE DOES NOT VAPORIZE READILY AT VERY COLD TEMPERATURES. DO NOT USE CARBURETOR HEAT IN SUCH A MANNER THAT IT RAISES THE MIXTURE TEMPERATURE BARELY TO FREEZING OR JUST A LITTLE BELOW. IN SUCH CASES, IT MAY BE INDUCING CARBURETOR ICING. AN ACCURATE MIXTURE TEMPERATURE GAUGE IS A GOOD INVESTMENT FOR COLD WEATHER OPERATION. IT MAY BE BEST TO USE CARBURETOR HEAT ON TAKEOFF IN VERY COLD WEATHER IN EXTREME CASES.

IF YOUR AIRCRAFT IS EQUIPPED WITH A HEATED PITOT TUBE, TURN IT ON PRIOR TO TAKEOFF. IT IS WISE TO ANTICIPATE THE LOSS OF AN AIRSPEED INDICATOR OR MOST ANY OTHER INSTRUMENT DURING A COLD WEATHER TAKEOFF - ESPECIALLY IF THE CABIN SECTION HAS NOT BEEN PREHEATED.

CLIMBOUT - DURING CLIMBOUT, KEEP A CLOSE WATCH ON HEAD TEMPERATURE GAUGES. DUE TO RESTRICTIONS (BAFFLES) TO COOLING AIR FLOW INSTALLED FOR COLD WEATHER OPERATION AND THE POSSIBILITY OF EXTREME TEMPERATURE INVERSIONS, IT IS POSSIBLE TO OVERHEAT THE ENGINE AT NORMAL CLIMB SPEEDS. IF THE HEAD TEMPERATURE NEARS THE CRITICAL STAGE, INCREASE THE AIRSPEED OR OPEN THE COWL FLAPS OR BOTH.

EXCERPTED FROM FAA - P - 8740-24, AFS - 800 0879

On the Menu for the Meeting

We will be having our usual food-before-the-meeting at 6:30 for our Nov. 12 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.

*The November meal will be supplied by Steve Phillabaum
If anybody else wants to bring anything, feel free to bring it.
Steve 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 at the December meeting.
Who is going to volunteer to bring the food on December 9th?*

Coming Up!

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

11-12	EAA 1350 Meeting	LaGrange Callaway Airport Conference Room
11-17	EAA 1350 Pancake Breakfast	LaGrange Callaway Airport
12-01	Pat Epps - 100 Years of Georgia Aviation	Gwinnett County Airport-Briscoe Field LZU - Lawrenceville — Info-Joel Levine 770-394-5466

Our Members:

David Barrett —	david@eea1350.com	Francis O'Shea —	francis@eea1350.com
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**TREAT SOMEONE TO
DINNER AND INVITE
THEM TO THE MEETING!**

