

NEXT MEETING OCTOBER 8 2007, AT 7:00 P.M.

That is the trouble with flying: We always have to return to airports. Think of how much fun flying would be if we didn't have to return to airports. -- Henry Minizburg, "Why I Hate Flying"

Our September meeting went well. We didn't have a full contingent of members, but did enough to have a good meeting. David brought pizza for our food-before-the-meeting and those at the meeting got their fill. The meeting got started at 7:10 with the August meeting minutes read and approved. Glenn talked about the airport meetings and there were some interesting discussions about this for about ten minutes. Dan shared about his Bonanza being painted and an aircraft being in his hanger that hadn't been flown in 18 years, the owner planning to fly it to Tuskegee. He also said he would share photos of his plane at the next meeting.

Jimmy brought up a B-17 tour being good for a chapter event and it was decided that it would be brought up again at the October meeting since it would take place after that meeting. There were extended discussions about the B-17 and B-26, and their roles in WWII and their effect of bombing missions.

The pancake breakfast was also brought up and about it actually beginning to make a profit. It was discussed, with suggestions about how to improve it being brought up by the members present. It was decided that Francis would take care of food for the October meeting and the meeting adjourned about 8:00.

The September pancake breakfast was a good one, and we had a helo from Ft. Rucker fly in with four crewmen joining us. It was a nice morning but a little cloudy, which may have kept more aircraft from coming. Everybody there still had a good time and it was time well spent.



Dan pulled his T-28 out for a static display that morning and it made a good background for the breakfast. Dan himself had his hands full doing some maintenance on an airplane but did manage to come by for a little bit.



Our next pancake breakfast will be **October 20**. It should be good weather with a comfortably cool temperature, so try and be there if you can. You never know what you might miss if you aren't there.

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

There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss. -- Douglas Adams, "The Hitchhikers Guide to the Galaxy"

A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

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

Top 10 Pilot Mistakes: the view from the tower

Janice Wood

What are the top 10 pilot mistakes?

Ask any pilot or flight instructor and they'll have their own lists. But what do air traffic controllers see as the biggest problems?

Controllers laid out what they think are the top 10 mistakes at this year's AirVenture in a Letterman-styled list:

#10: Not Knowing Where You Are.

"You laugh, but it's a real problem," said Chuck Adams, a controller at Grand Forks International Airport (GFK) in North Dakota, as the crowd responded to the first mistake with laughter.

"Please pay attention to where you are," Adams advised. "Situational awareness is imperative."

That awareness begins on the ground, he said. If a controller tells you to go somewhere and you are unfamiliar with the airport, ask for help. Controllers are happy to give progressive taxi instructions or any other help you may need, he added.

9: Not listening before talking.

Adams noted that GFK is a busy tower with thousands of operations each day thanks to students from the University of North Dakota. "We'll issue an IFR clearance and while we're waiting for the read-back, a student will jump on the frequency and start talking," he said. "Know your radio etiquette."

8: Doing what you THOUGHT the controller wanted you to do.

"Never assume," he said. "If there is a question about what we've asked you to do, say 'I'm sorry, I didn't completely understand that.'"

But what about those intimidating controllers? "We don't mind answering a question that's important," Adams assured the crowd. "Your safety is key — we're a team."

#7: Not using your full call sign.

"The more we can stick to standard phraseology, the less confusion there will be," he said, telling the crowd about a Citation 10 pilot who, when asked to read back his full route clearance — which had been completely changed by ATC — responded only with TT, the last two letters of his call sign. "Give your full call sign, or at least shorten it to only the last three."

#6. Not reading back instructions or incorrect readbacks.

"If I assign you a runway, I need you to read back the assigned runway and the hold short instructions," Adams said. If you don't, the controller will have to go back and get you to read them back, wasting time. Realize, also, that towers these days are filled with trainee controllers, who are being taught to follow exact FAA procedures, so they are going to require you to follow those procedures.

#5: Landing on the wrong runway.

As the audience of pilots could be heard murmuring "no one would do that," Adams said "it happened this week."

The best landing Adams said he ever saw was a student pilot who landed on the wrong runway at GFK — a runway where a Warrior had just been cleared for takeoff and another plane was on short final. "She landed in the opposite direction with a 25-knot tailwind," he said. "She greased it." She ended up pushing her plane to the taxiway to get out of the way of the Warrior that was taking off.

#4: The only thing you remember about ATIS is "Alpha."

"All the pieces between 'Alpha' and 'Alpha' are not there," he noted.

He told the tale of one pilot who didn't listen closely enough to the ATIS — and ignored construction barriers — and made his way onto a taxiway where new concrete had just been poured. As his plane sunk into the soft concrete, he called the tower: "I think I have a problem."

"It took three hours to get that plane out," Adams said, shaking his head. "Listen to the entire ATIS. It has pertinent information in there."

Continued from previous page

#3: Trying to think like a controller.

"This is a pet peeve with a lot of controllers," he said, noting it is mostly regional airline pilots who do this.

Want to make a controller mad? Key the mic on your initial contact and say something like "I'm #4 in line, holding short of the runway and cleared for takeoff."

#2: Believing you are No. 1 — and flying like you are No. 1.

Let the controller tell you where you are in the sequence (see #3).

#1: Not having a plan.

"Before you key the mic, know what you are going to say," Adams said.

Practice beforehand. There are programs out there, including a seminar from AOPA's Air Safety Foundation called "Say it Right! Radio Communication in Today's Airspace" that will give you tips on how to talk to ATC.

SOME OTHER ADVICE

Realize that controllers, like pilots, have different personalities. Some will want all five letters of your call sign, others will be happy with three. Give them what they want — don't clog the radio arguing about it.

If you are told to call the tower after landing, listen to the controller's tone of voice before going into full-scale panic. "Sometimes I just want to ask a question about the airplane," Adams said. "But you also should realize that you're probably not being asked to call the tower because you made an outstanding landing."

Be patient. Realize that controllers are very busy, but they are aware of your presence and you will be answered.

Be concise. "We need certain information, but we couldn't care less about your grandma's maiden name," he said. "We're very good at training our new guys to say stuff by the book. By the book keeps everybody out of trouble."

Be proficient in what you are flying. Be alert and be sharp.

Lastly, if you are in trouble, tell the controller. Safety is their No. 1 concern.

THE THREE Ws

All controllers need is the Three Ws: Who you are, where you are and what you want to do.

To illustrate the point, controller Darren Gaines told the story of Bob, a student pilot on his first cross-country, who had been drilled by his CFI in the Three Ws. One night, while working the tower at Akron-Canton Airport in Ohio, Gaines hears this over the radio: "Akron Approach, this is Bob, I'm over my grandma's house and I want to land."

The controller, stifling a laugh, finds Bob on the radar and helps him get to the airport, ending their conversation with: "Bob, when you land, come on up to the tower and let's talk."

Eight years later, Gaines is working the tower around 11:30 p.m. with one regional jet in his airspace when he gets this call: "Akron Canton: This is Bob, I'm over my grandma's house and I want to land."

"Bob," the controller admonished, "give the captain back the microphone and get back into your seat."

It turns out that Bob had become an officer with Comair, proving that even a rough start in aviation can lead to high-flying career.

Thanks go out to David Barrett for submitting the above article.

Your contributions to this newsletter are welcome and needed. See an interesting article, amusing or important aviation news? Be on the lookout for content and pictures that might be good for the newsletter and submit it to eea1350@eea1350.com.

What are our members doing?

Jimmy and Don went to the Gathering of Mustangs and Legends in Columbus, Ohio, Sept. 27-30. Both had a great time and took *many* pictures. The GML was a gathering of P-51 Mustang airplanes and close to 80 aircraft made it to the event. 100 aircraft were hoped to attend, but rainy and windy weather Thursday Sept. 28, prevented many airplanes from making to Columbus. It was still a great event, and with the multitude of aircraft flying and performing, was the airshow of the year. Final attendance figures were approximately 300,00 for Saturday and Sunday. Friday was officially a practice day, though a full airshow schedule was still flown, so there was always something going on. In attendance was one of only two British Lancasters still flying. The highlight of Saturday and Sunday was a formation of 20 P-51 Mustangs flying by and then flying in a "51 formation.

Also in attendance were 49 "Legends" of WWII, including Tuskegee Airmen, who were the center of attention when they were walking among the crowds. Want to read more about the event? Visit AirshowBuzz.com for all the news and numerous pictures of the event. Just follow the following links: [Gathering of Mustangs and Legends](#), [Event Review](#), and [The Legends](#).



Steve has been working on a house he is building. He is working on this house most of his free time in order to have it finished by the time a construction loan is due.

David is hoping to start his plane building project very soon. At present, he is using his business experience and knowledge for outside work to pay for his project. When he gets started, he'll sure to let the chapter know and keep us informed about its progress.

Are you doing anything or have you gone anywhere? The newsletter would like to report about it and let other members know what you are up to. Please email anything you have so it can be included in the next newsletter.

On the Menu for the Meeting

We will be having our usual food-before-the-meeting at 6:30 for our Oct. 8th 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 October meal will be supplied by Francis O'Shea.
If anybody else wants to bring anything, feel free to bring it.
Francis 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 or the November meeting.
Who is going to volunteer to bring the food on November 11?*

Coming Up!

10-8-07	EAA Chapter 1350 Meeting 7:00 with meal at 6:30
10-12-14-07	EAA B-17 Tour Gwinnett County Airport-Briscoe Field, Atlanta
10-13,14-07	Great Georgia Airshow Falcon Field, Peachtree City
10-20-07	EAA Chapter 1350 Pancake Breakfast 9AM-10:30AM LaGrange Airport
10-20,21-07	Boshears Skyfest Augusta
10-20,21-07	Team Moody Air Fest 2007 Moody AFB Valdosta
11-2-4-07	First Coast Sea and Sky Spectacular Jacksonville Beach, FL

Great Chapter Events!

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

Our Members:

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

