

NEXT MEETING OCT. 13 2008, AT 7:00 P.M.

Nothing will ever equal that moment of exhilaration which filled my whole being when I felt myself flying away from the earth. It was not mere pleasure; it was perfect bliss... — Prof. Jacques Alexandre Cesare Charles on 12-1-1783 after first balloon flight

Our September meeting was a good one. We had a good time and good attendance, with the meeting lasting until 8:35.

We started off the meeting with hot dogs and there was plenty to go around. Francis brought in a peach cobbler (*mmmm good*) and David brought in some cole slaw and potato salad. With the hot dogs, chips, and some chili, it was a great meal. Henry Plant joined us for this meeting and it was good to see him again.

We talked until 7:30, then the minutes were read and approved. A good part of the meeting was spent talking about the Pine Mountain airport. Francis gave everybody a full report its progress and the story of it almost closing and his involvement. We also discussed at length doing a Young Eagles day for a school in Harris County and it was decided to have an extra pancake breakfast on Sept. 27th with Young Eagle flights following the breakfast.

Don shared about upcoming airshows and Jimmy talked about columns for the newsletter. Henry talked about landing at a closed airport in Detroit, and Dan shared about the airport once being a B-52 SAC base and its history. The upcoming pancake breakfast on Sept. 20 was brought up and the meeting adjourned about 8:35.

What a breakfast! September's breakfast was 'one for the books' We had a great turnout and not only that, we had the Good-year blimp keeping us company.



A spectacular sunrise greeted the morning of the breakfast



The Goodyear blimp departs for a leisurely trip to Auburn

We had five planes fly in for our breakfast, some of them familiar faces. It was good to see returning friends again and we enjoyed having them join us. We also had a bus load of the Goodyear blimp crew stop in after launching the blimp. The blimp was headed to Auburn to cover the football game. We had quite a morning and everybody there had a great time.



Glenn and Dave mug it up for the camera



The weather cooperated, for once, and it was also a very pleasant morning. We couldn't have asked for a better breakfast and with cool air on the way, flying weather will be even better. Our next breakfast is October 18. Try and make it if you can; you never who's going to drop by or what you might miss.



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

The three most dangerous things in aviation:
A doctor in a Bonanza. *Except for the doctor in our chapter of course*
Two captains in a DC-9.
A flight attendant with a chipped tooth.

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

Pancake Pictures Continued



Arturo Quintero joins us again in his Sportstar



Dave Rossiter's F-1 Rocket flew back in for a visit as well



Also joining us again was John Martino in his Mustang II



Russell Peterson flew in for a return visit from Roanoke



The crew of the Goodyear blimp lines up



A great crowd on a nice Saturday morning



Arturo's plane gets a lot of attention



A line up of planes with everybody checking them out



Somewhere in the background is the pancake breakfast



John Martino's plane gets checked out



Dave Rossiter's F-1 looks ready to jump into the air



Our next pancake breakfast is Oct. 18. Don't miss it!



Special thanks go out to Russell Peterson, one of our frequent visitors from Roanoke, Alabama. Our chapter needed a new griddle since the one we had been using just quit working. Russell was generous enough to donate the funds for purchasing this new griddle, helping out our chapter a whole lot. Thank you, Russell! Our chapter really appreciates your generosity.

Pancake Pictures Part 3



Bill Swatling flies in from EAA chapter 264 in Cartersville



Arturo starts up and taxis out to head home



Arturo heads back to Peachtree City



A good slogan on the



Dave fires up his rocket . . .



. . . and taxis out



The F-1 Rocket show its power as it 'launches' off the runway



Dave makes a high-speed pass by the airport



Mark Crowder heads back to Valley, Alabama



Bill Swatling heads back to Cartersville



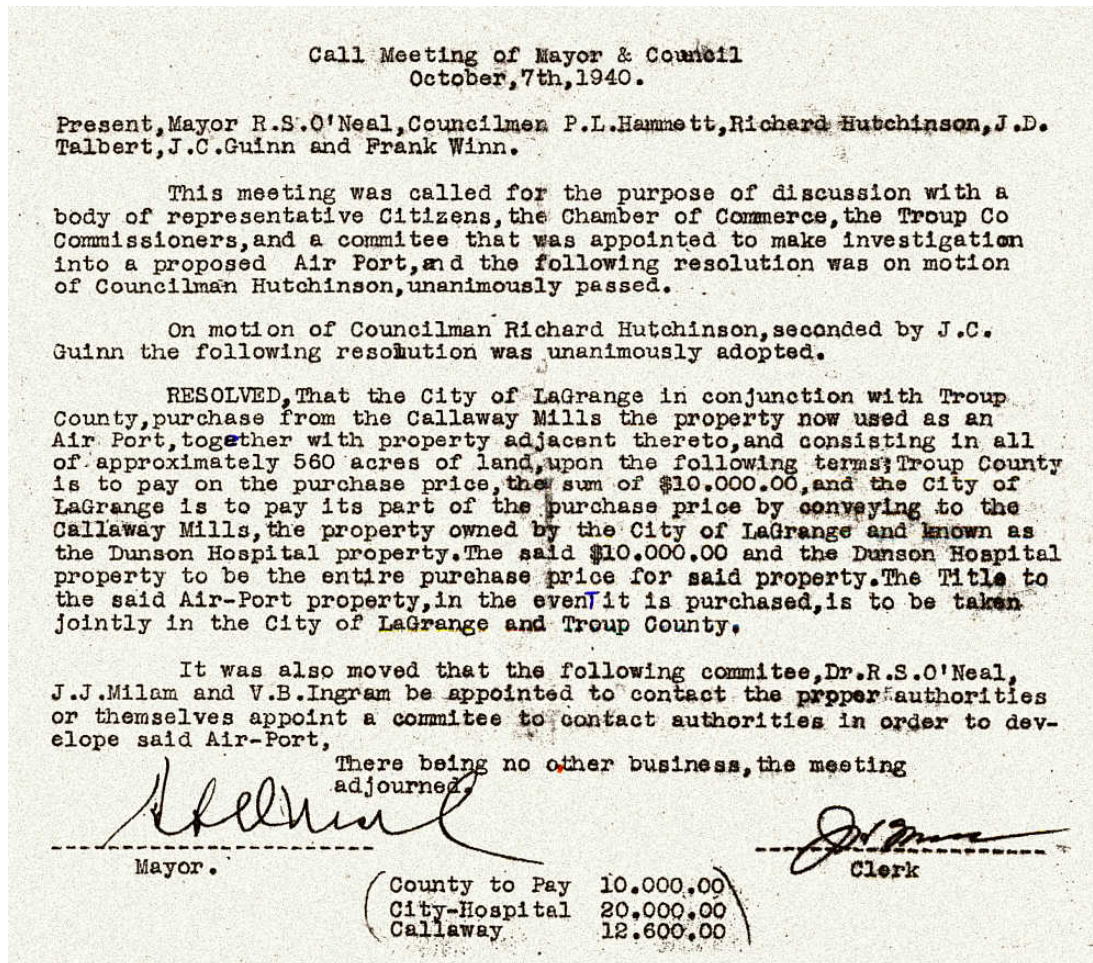
John Martino is headed back to Peachtree City



Russell Peterson's 206 lifts off for Roanoke

From our President

The Beginning of LaGrange Callaway Airport—LGC

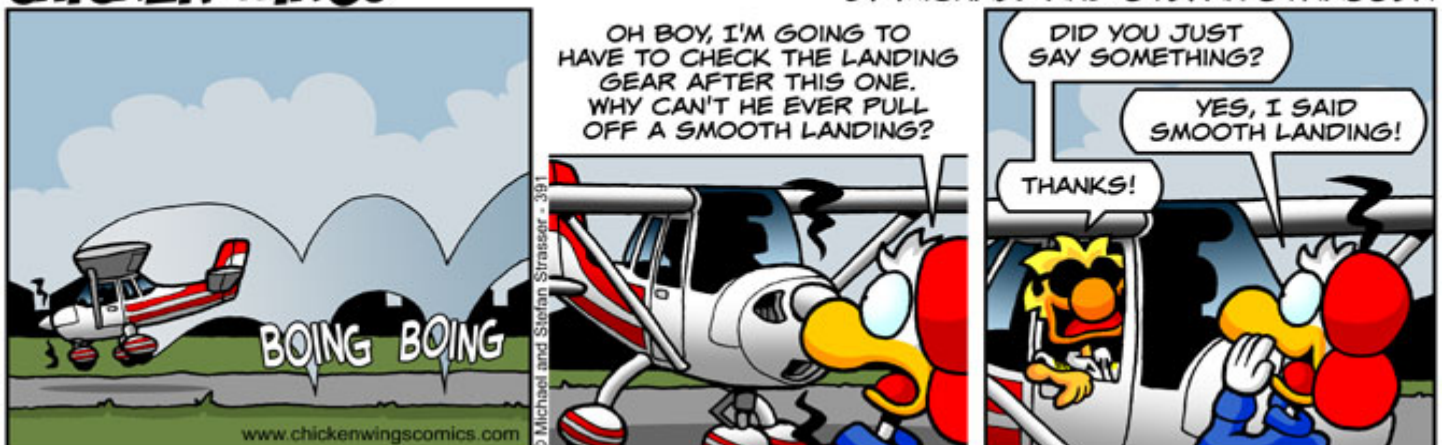


The LaGrange Callaway airport was once nothing but a single grass strip. The U.S. Army decided to build an airport that would serve as a B-17 training facility and our airport was born, with **three** runways.

Next month: the full story of how LaGrange Callaway airport came into existence.

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Young Eagles Fly at LGC

On Saturday, September 27th, 2008, our chapter hosted an EAA Young Eagles event and flew nine young adults from Harris County High School. It was a great event, as Dan Serrato gave each student approximately twenty minutes in the air, even letting them get hold of the controls and experience what it was like to fly an airplane. Dan did a great job flying these kids and he is to be commended. He took them up in his Luscombe, and the whole event lasted until approximately 12:30. He also had his T-28 on static display and it got a lot of attention.



The event started with a pancake breakfast that morning, one that was in addition to our regular breakfast held September 20th. Jimmy and Dan got everything set up early, about 7:30, then Jimmy started cooking eggs with Wayne cooking the sausage and pancakes. Dan got his airplane ready in the meantime, and the students started arriving a little later. David was also there and helped with the cooking of the eggs. Both Glenn and Don, who are regularly part of the crew, were out of town on business, so it was up to Dan, Jimmy, and David,

along with Wayne, to make sure the event came off okay. And, it did. While Jimmy, David, and Wayne were cooking and serving the students, Dan was flying. He would take one up, come in, have their picture taken in the airplane, then take care of paperwork for the next student to be taken on their flight. After cooking, Jimmy also helped with the certificates of flight, making sure they were filled out properly.



It was a great event, and one that ended up being a great success. It got a little busy for a bit and the food was being gobbled up as fast as it was being prepared, but everybody was still taken care of okay and the students, along with their parents, really seemed to have a great time. The whole purpose of the Young Eagles program is to introduce young kids and teenagers to flight, and some of the students that flew were indeed flying in an airplane for the very first time. Dan handled the airplane well and there were no complaints. With certificates of flight in hand, the students left the airport after the last flight and headed home. Parents and students alike seemed to enjoy themselves and our chapter can give itself a pat on the back for organizing and hosting this event and pulling it off successfully.



Students and parents talk while they wait for the next flight



Dan gives a student a tour of the airplane



A parent gets a photo of his son before his flight



Dan getting ready to roll



Dan's T-28 gets checked out



A students is checked to make sure he is buckled in properly

Young Eagles continued



Dan high and above, taking off on another flight



Another Young Eagle flight for a student



Off into the wild blue yonder



The photographer gets photographed



Explaining about the headset



At the end of the flights, the airplane finally gets to rest

➤ Interesting Upcoming Event ➤

New World War II Exhibit Hangar Grand Opening

The Museum of Aviation will hold the grand opening of its new World War II Hangar on Friday evening October 17. A 6:00 pm reception and Black Tie (optional) Dinner will feature a special patriotic presentation by the U.S. Air Force Band ensemble, the *Airmen of Note*, the Glen Miller Band of today. Reservations are required for the dinner and can be made by calling the Museum of Aviation at (478) 923-6600. On Saturday, October 18, the public is invited to a free outdoor concert in front of the Museum by Lee Greenwood and the Band of the Air Force Reserve. The concert will start at 6:00 pm.

The highlight of the hangar opening will be the ribbon cutting of a new exhibit entitled *Down To Earth: The 507th Parachute Infantry Regiment (PIR) and The Air Invasion of Normandy*. The 6,000 square-foot exhibit will interpret how the cooperation of airborne, troop carrier and glider units contributed to the success of the invasion of Normandy, France on June 6, 1944 and the eventual victory in Europe a year later. Elements of the exhibit will be an actual C-47 troop carrier suspended 22 feet above the exhibit; a cut-away C-47 fuselage showing paratroopers and crew members; weapons, photos and artifacts from World War II; a replica of a French country church in the town of Cauquigny where paratroopers of the 507th PIR landed; and a simulated invasion planning room in England. A special 24 minute film designed for younger visitors will also be part of the exhibit.

The hangar will be the center for several World War II aircraft, including a B-25 Mitchell bomber, a B-29 bomber, an A-26 attack bomber and several other aircraft approximately 70 years old. World War II veterans from any service and other interested persons can register to receive an invitation to the exhibit opening dinner by going to the Museum of Aviation website at www.museumofaviation.org. For more information call (478) 923-6600.

Contributed by Gary Brossett

With Winter on the Way . . .

Flying in cold weather requires caution

Jeff Avitabile

Whenever wintertime rolls through this country, pilots can be found making arrangements to fly safely in the cold, harsh weather. This weather presents several unique hazards that, if given no consideration, become major safety problems. The most important of all cold-weather considerations is airframe icing.

Airframe icing may form any time the outside air temperature is below, or even slightly above freezing, and visible moisture is present. That is, if you are hunting the ever-elusive actual instrument time in two-degree air in a nice status cloud, you are in conditions very conducive to icing. So, the best way to keep ourselves from becoming victims of deadly icing encounters is to keep a sharp eye (and ear) on the weather. Before flight, consulting charts such as the Low-Level Significant Weather Prognostic Chart (a forecast that comes out every 6 hours, for you 232s) and the Composite Moisture Stability Chart (observed every 12), as well as textual sources such as Airmets, Sigmet, Area Forecasts, and Winds Aloft Forecasts can help to identify freezing levels. Combine this with information on clouds and precipitations (Area Forecasts, Weather Depiction, Radar Summary, TAFs, etc.), and you have a pretty good idea where not to fly.

Unfortunately, especially in Arizona, weather can change in a hurry. Luckily for pilots, the FAA's infinite wisdom has created in-flight weather services such as HIWAS (available over VORs), Flight Watch/EFAS (122.0), and TWEBs (VORs) that will keep you updated while you fly. Demand that your IP demonstrate how to use them!

So, we've got all the weather information we need, and we're ready to fly! However, there are a few pre-flight actions you can take to help make the flight even safer. During planning, don't just look for the alternates available for your destination, but look at enroute alternates and terrain, fuel, and navigation considerations relevant to actually making it to these places. In fact, consider highlighting good enroute alternates on your charts for easy identification. Also, review icing escape maneuvers in relation to the weather you are likely to encounter. This might include 180-degree turns, climbs to warmer altitudes, descents to warmer altitudes, or diversion to cloud-free areas.

Everyone hears about "flight into known icing," but how many of us know what is "known" icing? The answer, like many FAA definitions, is shaped by years of litigation and lawsuits. As far as the FAA is concerned, if you crash while flying in an area where icing is forecast by an official weather product or predictable by outside temperatures and clouds, you are flying in known icing. Therefore, it is your responsibility to keep an eye on the thermometer whenever flying in the clouds, and to change your flight as soon as possible if you get into a low temperature area with clouds.

Hopefully this gives you a basic idea of what is needed and what is available to help keep you free from icing. If you desire more information, the FAA Advisory Circular AC91-74, titled "Flight in Icing Conditions," has much more. Ask your IP for a copy, or hit up the FAA website to find it. The information inside is very important, and it is much less dry than you might think.

*Article courtesy of Embry-Riddle Aeronautical University Horizons — 12/1/06
[http://media.www.eraunews.com/media/storage/paper917/news/2006/12/01/News/
Flying.In.Cold.Weather.Requires.Caution-2518463.shtml](http://media.www.eraunews.com/media/storage/paper917/news/2006/12/01/News/Flying.In.Cold.Weather.Requires.Caution-2518463.shtml)*

AFTER an uneventful flight, the plane on which I was a flight attendant landed at New York's JFK Airport. Our captain, new to the New York run, steered us off the runway, onto the taxiway and stopped. Slowly we began taxiing, first pivoting to the right, then to the left. Soon the aircraft stopped, turned completely around and stopped again.

Finally, over the public-address system, a confused voice asked, "Does anyone know where Gate 25 is?"

On the Menu for the Meeting

We will be having our usual food-before-the-meeting at 6:30 for our Oct. 13 meeting. It should be good.

The meeting will be at 7:00 but if you would like something to eat, we will be having hot dogs with the members reimbursing the chapter for the cost. If anyone else wants to bring anything, that would be welcome. Maybe next month we can get back to our previous menu arrangement. Whatever you do, don't miss out on the meeting or the meal. Lets have a good attendance.

The October meal will be supplied by the chapter

We will take care of the cost ourselves, split between those present.

If anybody else wants to bring anything, feel free to bring it.

Be thinking about what we will have or the November meeting.

Who is going to volunteer to bring the food on November 10th?

Coming Up!

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

10-13-08	EAA 1350 Chapter meeting	7:00—8:30	LaGrange Airport KLGK
10-18-08	EAA 1350 Pancake Breakfast	8:00—10:30	LaGrange Airport KLGK
10-16-19-08	B-17 "Aluminum Overcast" Tour	8:00—5:00	Briscoe Field, Lawrenceville
10-18-19-08	Wings Over Marietta	8:30—5:00	Dobbins AFB, Atlanta

Our Members:

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Dan Serrato—	dan@eea1350.com	Jim Waggoner —	jim@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 OCT. 13, 2008 AT 7:00 P.M.



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

