

NEXT MEETING SEPT. 8 2008, AT 7:00 P.M.

In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks. — *Wilbur Wright in a letter to his father, September 1900*

August 11 was the date of our last meeting. We had some of our members missing, but we did have guest, A.L. Black. Glenn opened up the meeting by sharing a resolution from 1940 for a proposed airport in LaGrange. At the time there was only a grass strip. The airport was paid for the military because of planned use for B-17 training. He also discussed about a tower proposed by T-Mobile. The minutes were read and approved then the supper was discussed for future meetings. Glenn also discussed the August pancake breakfast and said a 172 flew in toward the end. Don also shared with those present about the Dayton Airshow, and Gardiner talked about his plane building project and also about a trip to Wisconsin. Glenn shared with every his building project also and the upcoming pancake breakfast was also brought up.

Our next meeting is right around the corner. With school having started, people are most likely not travelling like they do in the summer. So, if you're in town try and come to the meeting. It's not the same when we have members missing. And, invite someone when you can. There are a lot of pilots in LaGrange. They never seem to make it to the chapter meeting. Let's invite them and get them involved.

August 16 was our pancake breakfast. It started out slow but picked up and ended up being a great breakfast. At one point we actually three doctors in attendance. We did have three aircraft fly in, and the weather was good. It was a good day for a breakfast and everybody had a good time. Getting out on a Saturday morning and being at an airport is always better than being at home. Steve was able to join us for this breakfast. He hasn't been able to make it because of his job but was able to travel to LaGrange for this one. It was good to see him again.



Some of our members sitting and relaxing at the breakfast



More of our members relaxing at the pancake breakfast



Nothing better than taking it easy on a Saturday morning



A ground-roller which joined us at the breakfast



Russell Peterson flew in from Roanoke with a friend



A good crowd at the breakfast

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

ALTERNATE AIRPORT: The area directly beyond the active runway when the engine quits on take off

GLIDING DISTANCE: Half the distance from your present position to the nearest decent landing area at the time of complete power failure.

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

A Few more from the Breakfast — —



Getting ready to head home



Russell Peterson on the way back to Roanoke



Smile, you're on EAA 1350's camera

CONGESTION IN THE PATTERN

Even quiet airports have rush hours. Spikes in activity follow predictable schedules at some fields, but elsewhere, surges in activity are random. Training in arrival procedures and distraction avoidance means you're ready no matter how busy the traffic pattern.

Consider this situation at a nontowered airport. (Review this Safety Hot Spot from the AOPA Online Safety Center.) A student pilot departs at midday on a cross-country, with the field deserted and the common traffic advisory frequency (CTAF) silent. Hours later, monitoring CTAF from many miles out suggests that all is as before. But as the student enters the traffic pattern, everything changes. Put yourself in this cockpit and bring the flight to its conclusion.

Someone calling from another training airplane radios that he is taxiing to the runway. Will he get there before you land? An arriving Cessna 152 radios an entry to the downwind leg. Logically this aircraft would show up behind you, but be wary. (See the July 3, 2003, "Training Tips: Taming Nontowered Airports.") Verifying that your landing light is on for all to see, you turn base. Your position broadcast brings an answer from a helicopter arriving on a path that will take it across the final approach course—normal, but something to watch during your descent. A Piper single calls in from five miles west. No factor, but if you need to perform a go-around, you'll want to know its position. You turn final with four other aircraft to think about.

Complicated, but manageable. You spot the helo passing ahead and below. There's good separation, but you shallow your descent slightly, delaying throttling back to idle power until you are clear. (Making such decisions is a key skill for new pilots. See Dave Wilkerson's "Checkride: Patterns of Safety" in the September 2000 *AOPA Flight Training*.) Now the Cessna pilot has lost situational awareness and is asking whether he is number two to land, or number three. You know the answer, but you need to focus on flying.

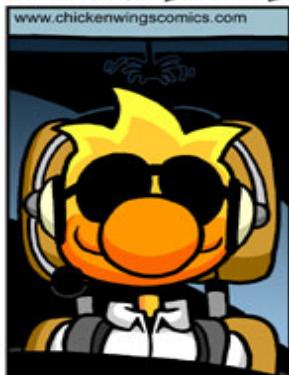
Fighting distraction, you touch down, never relinquishing your concentration on speed and directional control. You expeditiously but carefully taxi to the nearest runway exit point.

Nicely done! Quite the learning experience but, for the well-trained pilot, routine.

Article courtesy of AOPA ePilot 4-29-05



CHICKEN WINGS®



BY MICHAEL AND STEFAN STRASSER

A Little Aviation Humor . . .

Student Pilot: "I'm lost; I'm over a lake and heading toward the big E."

Controller: "Make several 90 degree turns so I can identify you on radar."
(short pause)...

Controller: "Okay then. That lake is the Atlantic Ocean. Suggest you turn to the big W immediately ..."

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, identify yourself."

ATC: "N123YZ, say altitude."

N123YZ: "ALTITUDE!"

ATC: "N123YZ, say airspeed."

N123YZ: "AIRSPEED!"

Tower: "Delta Zulu Romeo, turn right now and report your heading."

ATC: "N123YZ, say cancel IFR."

Pilot: "Wilco. 341, 342, 343, 344, 345..."

N123YZ: "Eight thousand feet, one hundred fifty knots indicated"

The Difference Between Airplanes and Women:

An airplane will kill you quick . . .

a woman takes her time.

Airplanes like to do it inverted.

Airplanes can be turned on by a flick of a switch.

An airplane does not get mad if you 'touch and go.'

An airplane does not object to a preflight inspection.

Airplanes come with manuals.

Airplanes have strict weight and balance limits.

You can fly an airplane any time of the month.

Airplanes don't have parents.

Airplanes don't whine unless something is really wrong.

Airplanes don't care about how many other airplanes you have flown.

Airplanes don't mind if you look at other airplanes, or if you buy airplane magazines.

If your airplane is too loose, you can tighten it.

It's always OK to use tie downs on your airplane.

Actual Maintenance Complaints (and answers)

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Aircraft handles funny.

S: Aircraft warned to: straighten up, fly right, and be serious.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget

Thanks go out to David Barrett for Mechanics Humor

On the Menu for the Meeting

We will be having our usual food-before-the-meeting at 6:30 for our Sept. 8 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 cost being paid by each member. 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 September 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 October meeting.

Who is going to volunteer to bring the food on October 13th?

Coming Up!

Know of any events coming up? Don't just tell someone, **email** it to ea1350@ea1350.com

9-08-08	EAA 1350 Chapter meeting	7:00—8:30	LaGrange Airport KLGC
9-20-08	EAA 1350 Pancake Breakfast	8:00—10:30	LaGrange Airport KLGC
9-13,14-08	North GA Trans. Expo Airshow	9:00—4:00	Rome, GA Airport KRMG
9-20-08	EAA 1082 Fly-in	8:00—4:00	Moultrie Airport KMGR
10-04-08	EAA 690 Pancake Breakfast	8:00—10:30	Gwinnett Airport KLZU
10-11,12-08	Great Georgia Airshow	9:00—5:00	Peachtree City, GA

Our Members:

David Barrett —	david@ea1350.com	Gary Brossett —	gary@ea1350.com
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Dan Serrato—	dan@ea1350.com	Jim Waggoner —	jim@ea1350.com

Don't forget, we have a chapter online bulletin board at Yahoo Groups. If you have anything to share,

NEXT MEETING WILL BE SEPT. 8, 2008 AT 7:00 P.M.



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

