

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

**Feb 4, 2007**

## January Meeting

We had a good meeting with less than a full attendance, but with still a good crowd. There were general discussions about plane building and projects, and members also shared different stories and experiences. We got off to a good start with hamburgers at 6:30 with the meeting starting at 7:00.

There are some topics needing to be discussed at the next meeting, such as a stand for fuel-ups for aircraft coming and going to and from Sun 'n Fun, membership dues (oh no!), and upcoming activities and events. Hope everyone will try and be there. Spring will coming in about a month so let's get ready for it.

### A Hard Landing

Student pilot: "Think about it. I navigated through a boiling fluid swirling around a rotating sphere that is hurtling around a fusion reaction source at thousands of miles per hour. This system is moving in a circular motion around a black hole at who knows what speed, while the space it takes up is expanding. And I bounced six inches. SIX MEASLY INCHES! Get off my freakin' back, man!"

Our last pancake breakfast was a good one with four aircraft flying in, including Steve's dad.



Noel and Paige Weigel from Dublin



Three visiting aircraft on the tarmac



A great looking airplane parked



On the way back to Dublin

The weather was cold in the morning, and clear, but it warmed up as the morning wore on. It was a good breakfast and we had a good time.

Things are getting better as we learn what works and what doesn't at the breakfast. What works more than anything else is members inviting others and getting the word out. A new pancake flyer needs to be designed and if someone will remind the author of this newsletter sometime, maybe we can get another one made. Once it is finished, we'll need to get it out to other airports and chapters. Our breakfast has gotten better than it was, and it can get even better than it is. It is our main chapter event right now so let's keep it going good and going better.

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

Thought for the day . . .

In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

Don't forget that we have a bulletin board you can use for anything you want to post.

## Learning to Fly from a Student's Perspective

I've spent quite a few years in front of the classroom wondering why the students have trouble learning things that should be common sense. What a humbling experience learning to fly has been. I can now share a little empathy with my students and find better ways to help them learn.

There's a lot going on in the cockpit. Laws of physics that were abstractions in school now keep us aloft. Right, left and velocity in a car have now mushroomed into yaw, pitch, and roll plus airspeed and altitude. And those are the easy parts!

The most important thing that I will take back to the classroom is the understanding that while we need to make progress and learn new things every day, we also need continuous repetition on the basic elements to build and strengthen the foundation that supports learning new skills. Think of all the little things that you do in the cockpit that are reflex actions. When you're flying in the pattern, you know what airspeed is appropriate, when to apply flaps, what your airspeed should be, and which way to push the stick to compensate for the crosswind. It may seem like a natural thing to do now, but first few times you did it, you needed a towel to wipe off the beads of sweat once you were down even though the OAT was 55 degrees.

There's a reason why we practice power on and power off stalls, slow flight, and engine out procedures. We need to know how to react to these situations quickly. We don't have the luxury of time to think about what to do if we stall the plane while pulling up to miss a bird on final. With this in mind, how do we make the best use of our time when we're paying more than \$100/hr for the aircraft and CFI?

Two important factors in learning and long-term memory are perceived importance and repetitive recall. If you think something is important, you are more likely to remember it. Having ATC ask if you have a magnetic compass on board because you are 70 degrees off course will etch in permanent memory the need to check the setting of your HI before T/O and periodically during your flight.

Repetitive recall can be accomplished many ways, but is best done when you can concentrate on the specific topic rather than when you are suffering from sensory overload. For example, writing down the V-speeds and recovery steps for a power off stall while you're still on the ground is preferable to trying to recall them as you enter the stall. Outlining each step of the procedures you intend to practice before your flight will help promote the learning process. It won't eliminate the need for checklists, but it will speed up your reaction time and greatly improve the probability of success.

Stress is a major factor in many accidents. Effective training can increase confidence and reduce stress in the cockpit. If we know we have the skill and knowledge to deal with any event that we encounter, we can spend more time enjoying our time up in the skies.

*David Barrett*

**People in our chapter are hard at work building.** Steve continues work on his KR-2, with a finish projected sometime in 2008. **Bill Roberts** is resuming work on his project, **Francis** is gearing up to start on his, **Glenn** continues work on a project, and **David** has started on his RV-7. His story is below as this month's featured builder.

## Choosing MY RV

Several years ago, I was visiting family in Wisconsin, and we decided to go to the EAA AirVenture Museum in Oshkosh. Prior to that, I had looked at some homebuilt web sites, but wasn't very serious about building a plane. Several hours at Whitman Field changed that for good.

Being a woodworker, I spent a lot of time considering the George Pereira designed GP-4. 200+ Kts cruising speed and a range of 1100 miles was quite attractive. 4000 hours of build time was not. Maybe someday.

The next passing fancy was a Vision Aircraft. Composite construction, reasonable costs, and decent performance were interesting. Further investigation soured me on composites due to the dust and other issues related to construction. I also found quite a few unfinished projects on the web with no progress being made.

The next summer I was back in Oshkosh at AirVenture looking at hundreds of homebuilts and talking to builders. Everyone thought their aircraft was the best design out there and would be perfect for me. I stopped by Jan Eggenfellner's booth to see what was going on with auto conversion engines and talked with Jan about what type of plane I was planning to build. He turned me on to Van's RVs and I've never looked back.

Banging rivets was something that I hadn't considered because I was under the impression that you couldn't do that at home. Boy, was I mistaken. The more I looked into Van's and the various models, the more I realized that this was the way to go. First, there was a very long list of completed aircraft. Far more than any other manufacturer. There were hundreds of builders' web sites outlining every step along the way. Numerous email lists and web forums were another potential source of support during the project. The resale value of RVs was amazingly high. There was even a sheet metal construction course offered in Griffin, GA, using your own RV tail section as the project.



Once I had narrowed the choice to one of Van's models, the decision became a little easier. I wasn't interested in a tandem, so I was left with the RV-9 or RV-7. Docile performance or sport aerobatics and a little more speed? Those were the major considerations, but there were (and still are) other decisions to make such as conventional or tricycle gear, and tip-up or slider canopy.

I had put my toes in the water, and was ready to jump in, but I had to convince my wife that this was really a good idea. After promising to finish a few projects around the house and purchasing some additional life insurance, I had her reluctant

approval to proceed. Before I put down my deposit there was one last detail to address. The only time I'd even been in a small GA aircraft was thirty years ago in a C-150. A few lessons to make sure that I could actually fly one of these things myself. would be a good idea.

Right after Christmas, I finally made the plunge and now have an RV-7 tail kit in my shop. There are still many decisions to make, but that's part of the fun of building your own aircraft. The main gear and canopy decisions were mentioned earlier. Others include Lycoming or Subaru engine, glass panel or steam gauges, and paint scheme. I'll probably change my mind many times on each of these before I commit. What fun!

# What's Coming Up?



## March 10 – Auburn, Alabama Fly-In

We need to set up a booth for a membership drive. Let's discuss this at the next meeting.

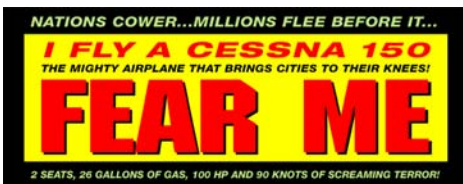
## March 17-18 – Thunder in the Valley – Columbus

March 24 – Gulf Coast Salute – Tyndall AFB, Florida  
Featuring the USAF Thunderbirds

These would make great chapter trips. Lets' consider some of these events so we can do something as a chapter

Sun 'n Fun Fly-In is April 17 - 23, 2007. There will be a lot of airplanes coming through LGC to fuel up on the way to and from the airshow. Dan suggested once setting up a booth to sell Cokes and hotdogs. It was a great idea and now is the time to start working on that. Let's bring it up Feb. 12th. We can also get the word out to EAA chapters around the country so they will consider stopping by if they haven't done so before. This has big potential.

What do you know that is coming up? Let everybody know about it or put it up on the bulletin board. Got news? Send it to eaa1350@bellsouth.net.



Oops!

EAA is the organization that enables people to realize their dreams of flight. Invite someone to the meeting help them achieve their own dreams of flight.

NEXT MEETING WILL BE FEB. 12. 2007 AT 7:00 P.M.



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Please place  
stamp here