

NEXT MEETING FEB. 11 2008, AT 7:00 P.M..

The great bird will take its first flight . . . filling the world with amazement and all records with its fame, and it will bring eternal glory to the nest where it was born. — Leonardo da Vinci

The January meeting

was a very good one and we got a lot discussed. There are several projects in the future and these were introduced and discussed at the meeting. The evening meal was provided by Glenn and he did a great job. He and Julia deserved to be commended for their work. Weight and balance of airplanes was discussed as the meeting got underway. Frances talked about a hanger being built at the Pine Mountain airport. David also brought us up to date on the web site. Gary said he had accidentally 'stolen' a spoon from the last meeting. Jimmy let everybody know that Brenda at the Nat'l office had sent the chapter a copy of the bylaws. Don also a guest, Mr. Usman, who joined us at the meeting. David showed those present some metal strips he had been using for practicing riveting. He passed them around and riveting was discussed for a little while. Steve has finally gotten some foam he needed and has started working on his plane again. David also discussed taking a class to Atlanta and visiting an air traffic controller's room. Don brought up F-15s being grounded and this was discussed.

Dues were collected at the meeting and several members paid their dues. Dues were paid by Glenn, Don, Dan, David, and Jim. If you haven't paid your dues yet, please consider

taking care of them at the next meeting. Your dues help keep the chapter going.

Jimmy brought up having a display at the upcoming Auburn fly-in on March 8th. This was endorsed by those present and several of the members are looking into the details of this. Also discussed was getting up something for Sun 'n Fun traffic in April. This was discussed at length, and also getting to the airport to lower prices for the week of the airshow. Glenn passed out certificates and pins to Steve and Dan, who weren't present at the last meeting. Glenn also talked about the cost of insurance for the chapter and the costs incurred by larger chapters.

Glenn brought up the next pancake breakfast and who would be there. Dan discussed his plane being painted, and Steve and Dan wrapped up the meeting talking about getting together next time Dan flies to Tuskegee to check on his plane's progress.

It was a good meeting and the Auburn fly-in and Sun 'n Fun are two things that can really benefit our chapter. We have the potential of reaching perspective members at Auburn, and also raising funds for the chapter by providing hot dogs and soft drinks to pilots flying to and from the Sun 'n Fun airshow. Each of these can be of great benefit to the chapter and both need involvement from the members. Please consider doing your part helping with these chapter projects.



Dan and Steve display their certificates



Glenn plants a surprise kiss on his wife



The scene Saturday morning January 19th.

January's Pancake Breakfast was . . . Interesting. It was scheduled for the 19th and the weather forecast was possible snow and also rain. The decision was made by our president the Friday before to postpone the

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breakfast until the following Saturday, the 23rd. Good call. It did snow that morning, with a solid overcast. There wasn't

much flying in the air at all except for a few falling snowflakes.

So, we had the breakfast on the 26th, sort of. And we have a couple of folks show up, sort of. Four intrepid people showed up, all members. David, Gardiner, Don, and Jimmy all came out. We waited a while to see if anybody else would actually make it then finally, David and Gardiner hopped into the kitchen and fixed some eggs, pancakes, and sausage. It was just those four folks, but it was still an interesting morning. A Lear jet came in for a charter but couldn't stay for the breakfast unfortunately.

The four members there talked with the two pilots and also the guys there to fly out and someone there to drop the other guys off.



Peter van der Reyden, was there, but couldn't stay unfortunately. He did decide to make a contribution to the chapter though and we are very grateful for his donation.

The aircraft eventually took off with the four members took for other places. It was definitely an interesting breakfast, one for the books, but at least we had it and didn't postpone it again.



Gardiner getting things ready



'Chef' David manning the kitchen



Don and Gardiner setting the table



Don and Gardiner chowing down



David cleaning up, on a cold, rainy morning when it's good to be inside



Tight quarters for cooking and pictures



'Chef' Gardiner dishing up vittles

The Lear on the way back to warmer weather in Tampa, Florida



Good News!

Senator thinks user fees are dead

By Warren D. Morningstar

U.S. Sen. Bill Nelson (D-Fla.) says that, in his opinion, “user fees are dead.” In a videotape address to more than 400 pilots attending an AOPA Pilot Town Meeting in Fort Lauderdale on Jan. 10, Nelson said that the Senate is working hard to reach final agreement on the issue of FAA funding.

He reminded pilots that he had coauthored an amendment to strip user fees from S.1300, the Senate Commerce Committee bill to “reauthorize” the FAA budget and spending. Although the Nelson-Sununu amendment failed by just one vote, Nelson said it “signaled that user fees are dead and it signaled that they are going to be out of the final FAA reauthorization bill. When this bill gets to the floor, I don’t expect that I’ll have to offer the amendment again.”

While the House last year passed H.R.2881 to fund the FAA, the Senate has not yet passed its version of a funding bill. Senators still have to reconcile S.1300, which includes a \$25-per-flight turbine user fee, and the companion tax bill from the Finance Committee (S.2345) that does not. The Senate is scheduled to return to work Jan. 22. Meanwhile, Congress extended the previous FAA budget and aviation excise taxes to pay for it until Feb. 29.

“While it’s encouraging to hear Sen. Nelson’s assessment, in politics it isn’t over until the final vote,” said AOPA President Phil Boyer. “The airlines haven’t given up on user fees and more taxes on general aviation, and you can bet their lobbyists will be buttonholing senators as soon as they’re back in Washington.

“AOPA will be working even harder on Capitol Hill, and when the timing is right, we’ll be asking all of our members to weigh in with their senators.

Pilots and Friends, Please sign the AOPA Petition Against User Fees:

https://www.aopa.org/faafundingdebate/petition_form.cfm

Flying in cold weather requires caution

Jeff Avitabile

12/1/06

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, Sigmets, 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 preflight 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, titles "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 newspaper

On the Menu for the Meeting

good and worth an early arrival

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. 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 . . . well, hard to say. It wasn't decided at the last meeting. If anybody wants to bring a side dish, feel free to bring it.

Hopefully something will be arranged for the main menu by the time of Monday's meeting.

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

Who is going to volunteer to bring the food on XX XX?

Coming Up!

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

2-11-08	EAA 1350 Chapter Meeting	7:00	LaGrange Airport
2-16-08	EAA 1350 Pancake Breakfast	8:00-10:30	LaGrange Airport
2-23-08	EAA Chapter 38 Breakfast	8:30	Warner Robins Air Park
3-01-08	EAA Chapter 690 Aviation Program & Pancake Breakfast ? Through the Artists Eye's with Aviation Photographer John Slemp		Gwinnett County Airport- Briscoe Field-Joel. Levine jlevine@bellsouth.net 678-770-1877

Our Members:

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

