

## NEXT MEETING JAN. 12 2009, AT 7:00 P.M..

Had I been a man I might have explored the Poles or climbed Mount Everest, but as it was my spirit found outlet in the air. — *Amy Johnson, Essay in 'Myself When Young,' Margot Asquith, 1938.*

What a meeting we had in December! The last meeting was more a Christmas party than a meeting and we had a really good time. Everybody brought food, with some bringing lots of food, and everybody had plenty to eat. Anybody who went away hungry must have been on a diet.

We had our Christmas party until about 8:00 then had a very short meeting, just long enough to take care of some business. Glenn handed out certificates of achievement and pins from EAA national to the officers and those with other functions in the chapter. 16 certificates and pins were handed out in all. Steve Phillabaum wasn't able to attend unfortunately, but we'll get him his certificate to him.

Glenn also presented out a certificate of appreciation from the chapter to Wayne Chesnut, who does all the cooking of the pancakes at our breakfast. It was quite a surprise for Wayne, who had been invited, and wasn't expecting anything like the certificate, which was signed by the members.

Francis brought up during our short meeting that the teacher from Heard Co. High School would like to do another Young Eagles day for the remaining students in his class. We'll discuss that at the January meeting. Francis also said contracts had been awarded for hangers at the Harris Co. airport so construction can now

begin. He said the hangers should be finished in approximately 120 days.

All in all, it was a great party, with members and spouses attending. With David Barrett playing Christmas in the background, it was a great meeting to end the year and have some fellowship.



Certificates were presented to (L to R) Francis O'Shea, Dan Serrato, David Barrett, Jimmy Robinson, Don Neuberg, and Glenn Morrow. Not pictured — Steve Phillabaum.

Our monthly pancake breakfast was held on Jan. 20 and we ended up having better attendance than we had anticipated. It was a cool, cloudy morning, so we didn't expect much. The morning had some surprises for us though. Jeff and Gary brought their kids with them and Russell Peterson and Larry Black both joined us from Alabama. We ended up having a good crowd and it was a good breakfast.

From out of the grey (no blue skies), came a Sikorsky S-58 helicopter. It was a very large aircraft which was first developed as an anti submarine helicopter for the US Navy in the 50s as the HSS-1 Sea Bat. This particular helicopter was being used for aerial surveying and photography and attracted *lots* of attention. It ran on a Wright-Cyclone engine and produced a very

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

It is against the law for a pilot to tickle a female flying student under her chin with a feather duster in order to get her attention  
*Actual aviation law in Columbia, Pennsylvania*

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

distinctive sound. It sounded a lot like an old car with an old engine, a very loud engine. It landed and departed during the breakfast so everybody was able to check it out and see it in the air as well. It was a welcome surprise for a less-than-ideal-weather morning. We still had a good time though, as always.

### *Some pictures from the breakfast*



# **New Officers!**

At our November, we elected new officers. Glenn will remain our President, and David Barrett will be our Vice-President. Jimmy will remain our secretary and newsletter editor, Don Neuberg will remain the treasurer and membership coordinator, and Dan Ser-rato will remain our Young Eagles coordinator. So, so for the next twelve months, these guys get to do all the work of the chapter. All of them can use any help our members can give them with their duties. This is *your* chapter. Help it be the best it can be.



# **For Your Information!**

We will be collecting our yearly dues at the next meeting. Our dues are \$24 for the year. If you know anyone you think might be interested in membership in our chapter, be sure and invite them. Dues are pro-rated if someone comes in after January. Let's grow our chapter!

# No Landings are Ready Before their Time!

There is a great gulf between those pilots who can and who cannot make great landings every time. This gulf is defined by many factors including, for example, experience level, currency and frequency of flight, landing skill sets, and . . . basic understanding of the aerodynamics of flight.

Let's take a look at the latter factor - basic understanding of the aerodynamics of flight. It is here where most pilots who have trouble with consistently good landings need to devote their attention.

Take a look at the above photo of an aircraft coming over the runway numbers. Note, particularly, the fact that this airplane is still flying. Herein lies the first hint as to why we sometimes have difficulty making smooth landings every time. Simply put, an airplane has to STOP flying before it touches the runway!

Question - "If it stops flying before it touches the runway, won't this result in a hard landing?"

Answer - No hard landing will result IF the airplane stops flying precisely at a point just one inch above the runway surface.

Consider what will happen if the airplane is still flying as it descends down on the runway surface. The first wheel to strike the runway will produce a bounce that launches the aircraft skyward again.

Hmmmm . . . then what happens if the airplane stops flying 10 or 15 feet or more above the runway surface? You guessed it . . . a very hard landing will result.

So what's the solution? The solution is found in our understanding of the aerodynamics of flight. We know that lift is created by air flowing over our wings. Simple enough, right? Okay, so the faster the airflow, the greater the lift. The formula is quite simple. Lift increases in relation to the square of airspeed. Double airspeed and lift increases by a factor of four. Conversely, reduce airspeed in half, lift decreases by a factor of four.

We control the speed of air flowing over our wings in two ways. The first is pitch. Pitch up, the airplane slows. Pitch down, the airplane speeds up. The other way is power. Reduce power, the airplane slows. Add power, the airplane (in most situations) speeds up.

Scroll back up to the above photo. Which way is the stabilizer (rear wing) lifting? Unlocking the answer to this question, alone, will help to make every landing a greaser! The stabilizer is designed to lift DOWNWARD. It does this to counter-act the nose-downward force created by having a forward center of gravity (CG). Thus, as the aircraft slows moments before touchdown, increased back pressure on the yoke is required to keep the nose up. The closer to touchdown, the greater the required back pressure.

Putting it all together . . .

Again, the key to producing smooth landings every time is to have the airplane stop flying just one inch above the runway surface. Since lift is a function of airspeed and airspeed is a function of pitch and power, our focus MUST be on pitch and power as we descend down the final approach course to landing. I suggest we start with power. By dialing in a predetermined power setting at a known aircraft configuration, e.g., flaps/wheels down, this leaves us to deal exclusively with pitch.

With power set at idle immediately prior to touchdown, our sole remaining task is to maintain sufficient back pressure on the yoke to keep the nose wheel off of the runway surface until AFTER the main gear kisses the runway. That's all there is to it! *(continued on next page)*

Common mistakes . . .

While easy in theory, we pilots manage to complicate the landing process. Here are several ways we do this:

1. Landing too fast - As the title of this article implies, no landing is ready before its time. Attempting to plant the airplane on the runway before it has stopped flying typically produces a bounced landing.

2. Flaring too high - Should we allow the airplane to stop flying at more than several inches above the runway surface, the end result is sure to be a very hard landing. The airplane, in effect, simply "drops" to the runway surface with bone-jarring consequences.

3. Poor runway/nose wheel alignment - While it makes perfect sense that the airplane should be perfectly aligned with the runway when the wheels touch down, many of us fail to do this. The resultant side-loads on the wheels may be enough to cause disastrous results.

4. Feet on the brakes - Touch down on the runway surface with our feet planted firmly on the brakes is the quickest way to ruin a perfectly good (and expensive) pair of main gear tires. These events are typically accompanied by the sound of screeching tires and puffs of blue smoke trailing behind the airplane!

In summary, landing is arguably the most challenging part of any flight. Do it right and everybody applauds. Do it wrong, egos (and sometimes more) get damaged!

As in all things aviation, a combination of good instruction and lots of practice are the keys to good landings every time.

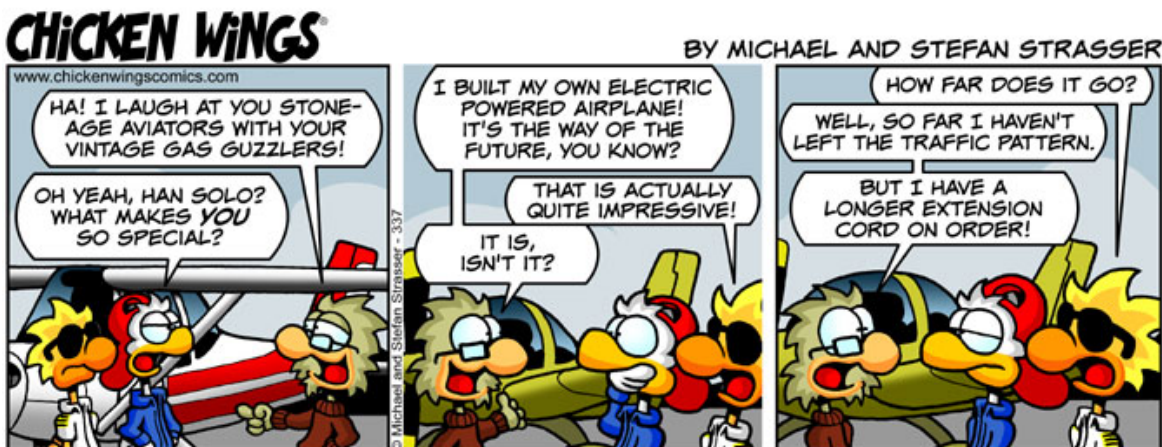
**Bob Miller, CFII, ATP**

"One of the things we used to do in the Air Force was perform a blind cockpit check, and you say, well, what is that all about?"

We are creatures of habits and when we're reaching out with our hands for a switch, if we hit the wrong switch we're in a world of hurt.

So it might be interesting to just challenge yourself. Sit there with a friend or with a flight instructor and close your eyes and see how close you come to finding fuel selectors, mixtures, and flaps and gear because if you hit the wrong one, you are in a world of hurt."

**Bob Martens**



## ***On the Menu for the Meeting***

We didn't decide anything for a menu for the January meeting. Make sure you get something to eat before the meeting or bring something with you. Let's get back to our regular meals and discuss this at the meeting. In the meantime, don't forget to eat before you come..

## Coming Up!

Know of any events coming up? Don't just tell someone, email it to [eaal350@eaal350.com](mailto:eaal350@eaal350.com)

1-12-09	EAA 1350 chapter meeting	7:00—8:30	LaGrange Airport, LaGrange, Georgia
1-17-09	EAA 1350 pancake breakfast	7:30—10:30	LaGrange Airport, LaGrange, Georgia

It's a brand new year, with lots of possibilities! Be thinking about we can do as a chapter and what activities we can be involved in.

Do we want to participate in the Auburn fly-in and set up a booth again this year? Do we want to set up a hot dogs and drinks booth at the airport for Sun 'n Fun traffic like we did last year and the year before? There are also airshows starting in March, the first one being in our backyard, just down the road in Columbus. Do we want to try to go as a chapter or to any other events? Vidalia also has an airshow we could go to and an EAA chapter there.

Be thinking about this and other events we might be involved in as a chapter. It's a new year, and the whole year is ahead of us so start thinking about what you can bring up at the meetings and what our chapter can do.

## Our Members:

David Barrett —	<a href="mailto:david@eaal350.com">david@eaal350.com</a>	Gary Brossett —	<a href="mailto:gary@eaal350.com">gary@eaal350.com</a>
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Don't forget, we have a chapter online bulletin board at Yahoo Groups. If you have anything to share,

**NEXT MEETING WILL BE JAN. 12, 2009 AT 7:00 P.M.**



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

