



# Air Grangers



**NEXT MEETING JUNE 11 2007, AT 7:00 P.M.**

Any idiot can get an airplane off the ground, but an aviator earns his keep by bringing it back anytime, anywhere, under any circumstances that man and God can dream up. — Walter Cunningham, 'The All-American Boys,' 1977.

We had a good turnout at our May meeting. There were hot dogs served before the meeting started and lots and lots of desert. Nobody had to worry about going hungry at that meeting. The meeting started about 7:20 and we had a good turnout, with nine people there. Various topics were discussed, including the booth. Dan enlightened us about his counter-drug missions plane building materials were also brought up. Gardner Mason was a guest at our last meeting and we are going to his hanger after our June meeting and see his plane. Steve talked about Sun 'n Fun and let us know all about it. It was a good meeting and try to make it to the next one if you can. We need your input.

We had a good pancake breakfast on May 19th and had several planes fly in. We had planes fly in from Rome, Newnan, Peachtree City, Cedar Bluff, AL, and even a business jet from Miami. It was a great breakfast and we had a good time. There was some great weather also, and it would have been a good time to do some flying. And, someone did, in fact.

James Mackey put on a brief show in Wayne Cotton's PT-17 Stearman, making numerous passes over the airfield.



He finally joined us for pancakes too, after giving people something to watch.



Dave and Julie flew in an F1-Rocket from Newnan came in and joined us.



Jud Brandt came in a party of three from Peachtree City. He had

a misaligned tail wheel and got some free maintenance from James Mackey. You can't beat that.



John Myers flew in from Cedar Bluff, Alabama. John is also part Choctaw.

All the way from Miami, Erick Maluda had some breakfast while dropping off some passengers on a flight.



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



Good advice on flying as seen on the F1 Rocket.

Don't forget to check the bulletin board by the snack machine in the FBO.

# Are aircraft accidents similar in cause?

On June 27, 2005 an aircraft piloted by John T. Walton, son of Wal-Mart founder Sam Walton, crashed in the Grand Teton National Park in Wyoming. What most people don't know, however, is that John Walton was an accomplished pilot with over 9,400 hours of flying time, and that he flew his own Cessna Citation CJ single pilot jet aircraft.

However, he did not die in the Citation Jet. Rather, his interest in aviation was quite broad, and that the aircraft he was flying was an experimental category light sport aircraft (LSA) which he assisted in building. The aircraft was a CGS Hawk Two Place Arrow ultra light aircraft constructed of aluminum tubing and covered with Dacron. The windshield was Lexan and sewn into the Dacron fabric.

Mr. Walton had a number of small incidents with this aircraft after he purchased it. For example, when he took delivery of the aircraft in West Virginia he performed several flights in the aircraft. On one of these flights he left a cordless drill on top of the engine which fell off during flight and damaged the aircraft's propeller.

A second incident occurred when the pilot was transporting the aircraft to Wyoming and landed in Burwell, Nebraska to refuel. During his takeoff a piece of luggage fell from the rear of the airplane and returned to the airport to retrieve the luggage. Apparently the landing gear of the aircraft was damaged upon landing back at the airport. He then completed his flight to Jackson, Wyoming.

Although he had been offered on-site assistance from the aircraft manufacturer, Mr. Walton decided to repair the aircraft himself. The accident flight was the third one since the hard landing in Nebraska and since the subsequent repairs. It appears that the pilot experienced control movement problems which led to the fatal accident.

An examination of the wreckage at the accident site uncovered an inspection mirror which had been severely damaged, having been bent in half like a taco, as if it had jammed somewhere in the aircraft. While it was not possible to determine if the mirror had jammed in the controls, it seems a possible explanation given the previous incidents which occurred with this pilot.

This leads me to the tie-in with the Comair 5191 accident. Again, most accidents occur before the pilot ever gets into the aircraft. Having a personal wealth of over \$ 18 Billion and plenty of piloting time (9,400 hours) does not insure that you will not get bitten in the ass by a silly mistake.

Keep your wings level and your eyes moving!

Crusty Captain.

*This article taken from <http://allaboutaviation.blogspot.com/>*



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## 9½ Steps to Improve Your Flying

There are many things that you can do when you fly to make yourself a safer and better pilot. Too many pilots get careless and stop doing fundamental things that could save their lives. Here are some simple things that you can do to improve your flying.

### 1. Use your rudder pedals.

It seems simple, right? Well, too many people neglect to get in the good habit of using them. Use them during taxi, takeoff, climbs, cruise, maneuvers, descents, and landing. Get the picture – Use them all the time. You can know exactly how much to use them during flight by looking at the slip/skid indicator. That is the ball of the turn coordinator. As long as the ball is centered between the lines, you are using the right amount of rudder. If the ball is outside the lines, add rudder in the direction that the ball is located. For instance, if the ball is to the right, add right rudder. An easy way to remember this is to "Step on the ball." Add enough pressure to re-center the ball. There are a lot of things happening when you are airborne. Correctly using your rudder will make you a better pilot, keep your passengers happy, and show your piloting professionalism (something you need to have, even if you are not a professional pilot). Remember, step on the ball.

### 2. Use Your Checklist

As you are flying, make sure that you use your checklist for each portion of the flight. There are checklists for everything from preflight to securing the airplane. Most airplanes have a checklist in the owner's manual that you can use during your flights. Also, when you learn to fly most flight schools have checklists that are available for their students. But checklists aren't put there to look pretty. Your job is to use them. If you get in the habit of using one each flight, you will be that much safer. It's not going to do you any good in your flight bag. Even if you know the items by heart, still double check yourself anyway. Another thing, if you need to add something personal to your checklist (like don't forget your sunglasses, or turn off your cell phone so the battery won't run down as it searches for a signal in flight) do this as well. As long as you have all the required items included, add any that will help you personally during your flight.

### 3. G.U.M.P.S.

Whether you use G.U.M.P.S. as your landing checklist or not, get in the habit of using a memorized checklist for your return to earth. In a complex airplane, Gumps is Gas, Undercarriage, Mixture, Propeller, and Seatbelts. In a non-complex airplane, Gumps could be Gas, Undercarriage, Mixture, Power, and Seatbelts. Of course you don't actually have to lower your gear on a fixed gear plane, but it is best to remind yourself anyway. That way, when you do transfer to a retractable gear airplane, you won't have to add anything to your checklist. This also happens to be one of the most important checklist items of the whole flight. So you will already be in the habit of checking your landing gear when you get to the point where it really matters.

#### 4. Weight and Balance

Never ever forget to precisely calculate your weight and balance for each flight. Too many people have gotten lazy and careless, and have added extra weight in the form of passengers or cargo to their airplanes, thinking that everything is ok. Isn't there room for error – a little safety cushion, if you will – in the maximum useful load? Why would you even want to know? If you take this attitude with your flying, you are putting yourself and your passengers in a very dangerous situation. Never operate out of the manufacturer's set limitations for your airplane. They are there for a reason to keep you safe!

#### 5. T.O.L.D.

Takeoff and Landing Data should be calculated for every flight as well. Make sure that you are very familiar with all of the runways of intended use and their lengths and widths. If it is not something that you or your airplane can handle, don't make the flight. Don't get in the habit of assuming that just because you are in a Cessna 172 that every landing strip is suitable for your flight. Calculate your takeoff and landing distances for each flight, taking into consideration the density altitude and aircraft performance.

#### 6. Appropriate Radio Calls

One flying safety item that can easily be performed is making sure that you make your radio calls at the appropriate time. Whether you are flying out of a towered or uncontrolled airport, be professional with your radio calls. One common error is made at uncontrolled airports, when after an airplane lands, the pilot calls clear of the runway while part or all of the airplane is on the runway side of the hold short line. This is dangerous! What if your airplane malfunctions and you are stuck on the runway and another airplane thinks it's safe to land? This is a hazardous situation that can easily be avoided. At non-towered airports, it's better to not make any radio call at all, than to make a dangerous one. Get it right!

#### 7. Complete Runup

You have done a complete preflight inspection and are now ready to takeoff. Make sure you do a complete engine runup as well. Check every aircraft system while you are still on the ground before you get in the air. Determine that all of your radios, comm and nav are functioning. Check your vacuum and electric gyros. Check your flight controls and your engine gauges. Know that when you take off, you are as safe as you can be. There is no reason to rush through your runup.

#### 8. Situational Awareness

Situational awareness is when you know exactly what is happening with your flight and with what is going on around you. On the ground, you need to make sure that you are aware of other airplanes that are taxiing and using the runway. In the air, use the radio and your eyes to know exactly where other airplanes are in relation to you as well as their intentions. But situational awareness is not just limited to knowing where other airplanes are. You also need to know exactly what is happening with your airplane, the weather, airspace, the winds, your location, what you would do in an emergency, etc. Regardless of whether you are flying cross country or local, taking flying lessons or flying for fun, don't assume everything is alright. Know what is happening around you.

#### 9. Fly the plane from engine start to shutdown

When it comes to flying, make sure that you are maintaining vigilance at all times in the airplane. Too many times pilots zone out at some point in the flight. For many pilots, that time is before takeoff and after landing. Make sure that even when you are on the ground, you are flying the airplane. Keep a watchful eye out for other aircraft and don't rely on the tower to separate ground traffic. Position your flight controls so that you have the proper crosswind correction, regardless of the wind speed. Even if the wind is calm, look at the wind sock and taxi as if the wind is really blowing in the direction indicated by the sock. Although you are on the ground, your control surfaces are still somewhat effective. Treat them as if your safety depends on their position.

#### 9½. Have Fun

Even though it sounds simple, keep your flying fun. When you are in the air, you are living a dream. Don't forget it!

About the author: Matt Tanner is an experienced flight instructor in the Atlanta, Georgia area. His background includes Embry Riddle Aeronautical University, the United States Air Force Academy Aero Club, Auburn University Aviation, American Flyers and more. Matt loves teaching students to fly and has compiled his extensive flying experience and advice into a book located at <http://www.privatepilotguide.com>

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*Long checklists were not to the taste  
Of a pilot with no time to waste.  
On climb-out he found  
His ailerons bound  
By a lock overlooked in his haste.*

*When ambient air is too warm,  
Poor climb rates are always the norm.  
No pilot can win  
When the air is too thin  
And airplanes refuse to perform.*

*When it's gusty and virga is near,  
Prepare for a nasty wind shear.  
For if gauges unwind,  
You may otherwise find  
A quick end to your flying career.*

*In thickening clouds he was caught,  
Though his skill on the gauges was naught.  
The spiral, he found,  
Led straight to the ground  
And the proverbial farm that he'd bought.*

*Mountains and weather can cause quite a  
plight  
For VFR pilots cross-country at night.  
So be well aware,  
When you take to the air,  
Of terrain elevations and limited sight.*

*This winter a pilot sans caution  
Will bore through the clouds once too often.  
Gaining plenty of rime,  
Losing options and time,  
He'll go down in an ice-laden coffin.*

*There once was a pilot so crazy  
He headed through foothills quite hazy.  
He lost sight of the ground,  
But the mountains he found,  
Where now he lies pushing up daisies.*

*I know a good pilot who cowers  
When clouds become great cauliflowers.  
He prefers skirting the hail,  
The lightning and gale  
To a hearse ride and bouquets of flowers.*

*If on final your airspeed is hot,  
You'll wind up in a ticklish spot.  
You can bleed off what's wrong  
If the runway is long,  
But be safe and go 'round if it's not.*

*I know a young pilot quite bold,  
Who will heed not a word he is told.  
When he takes to the air,  
I say a quick prayer,  
For it's certain he'll never grow old.*

*Limericks courtesy of Limericks by John Borra  
[http://www.flyingmag.com/article.asp?section\\_id=14&article\\_id=695&print\\_page=y](http://www.flyingmag.com/article.asp?section_id=14&article_id=695&print_page=y)*

**EAA Chapter 1350  
Newsletter**

**NEXT MEETING WILL BE JUNE 11, 2007 AT 7:00 P.M.**



Bring a friend to the next meeting!

**EAA CHAPTER 1350  
126E WYNNWOOD DR.  
LAGRANGE, GA 30240**

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**Join or Renew Today!**

*EAA is the organization that enables  
people to realize their dreams of flight.*

### Upcoming Events

- 6-19 — EAA Chapter 1350 Pancake Breakfast at 8:00 AM
- 7-07 — EAA Chapter 611 Fly-in, Gainesville, Georgia
- 9-27 — Gathering of Mustangs and Legends, Columbus, Ohio — <http://www.gml2007.com/>

What do you know that is happening in the future? Let your chapter know and send an email to [events@eaa13.com](mailto:events@eaa13.com).