



# Air Grangers



**NEXT MEETING MAY 14TH 2007, AT 7:00 P.M.**

Talking about airplanes is a very pleasant mental disease— *Sergei Sikorsky, "AOPA Pilot" Feb. 2003*

**Our April meeting** went well. Those present enjoyed some time eating together with the meeting started at 7:30. Jimmy shared some photos from the Auburn fly-in on a laptop and the fly-in was discussed by Jimmy, David, Steve, and Don. It was also decided to try and have some kind of booth for Sun 'n Fun traffic on the last Sunday of the airshow. We would try and sell hotdogs and drinks to those coming to LGC and fueling up on their trip. Glenn shared a story about a local pilot flying into restricted airspace and getting a visit from the Secret Service and other members shared stories also. Steve shared about the progress on his plane and passed around some photos and Dan expounded on the grounding of his T-28. He also shared about his experience flying with a Heritage Flight with a Goshawk off the port side of the USS Enterprise. Steve suggested having a building presentation at each meeting and upcoming airshows were also discussed.

We also welcomed a new member, Jim Waggoner. Jim used to be a member but had to stop coming because of his work schedule. We are glad to have him back in our midst again.

**The April pancake breakfast** was April 21 and attendance was fair to partly cloudy. We did have one plane come in though. A yellow Piper Cub out of Tara Field flew in and had a history behind it. It is owned by Lou and Nancy Fabbri and in 2005, they flew it all the way from Tara Field in Hampton, Georgia to Fairbanks, Alaska.



The trip took them through Canada and they have written a book about their experiences titled "From Here to There." Their story is a very interesting one and it would make good reading for anyone interested in reading about aviation.

*Photos courtesy of Don Neuberg and MapQuest.*



This newsletter needs your input! **Email** your ideas, comments, and suggestions to [ea1350@mindspring.com](mailto:ea1350@mindspring.com).

**Points to Ponder** — "I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?" New FAA Motto: We're not happy 'till you're not happy.

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

This tip comes from the "Airmanship Principles: Taxi and Takeoff" workshop.

Bob Martens:

"Okay, Wally. We're ready to launch. As we enter this critical phase of our flight, now, let's look at some of the fine points and some of the attention to detail that we want the airmen looking for as they get ready to go."

Wally Moran:

"Well first of all, we're going to use that centerline on the runway. That's not just three feet to the left or three feet to the right. If we go out there and get that nose wheel right on the centerline and do our best to keep it there all the time, that will. If you watch the corporate pilots and the airline pilots as they land and taxi, you're going to find those nose wheels are right on the centerline. And it seems to me if it's good enough for them, that's where we want to be also. We also want to be sure that we have our heels on the floor not up on the brakes. If we're dragging those brakes on takeoff we're not helping our performance at all, and we're heating up the brakes unnecessarily.

During the takeoff role there's really no need to hold the yoke forward to keep pressure on that nose wheel. If you can just let it ride neutral you're going to smooth out some of the bumps on the runway and we're going to reduce stress on the nose gear. And of course we're going to do what our Pilot Operating Handbook tells us. If it suggests something else we'll follow that.

Now as we begin to smoothly raise the nose for liftoff, one of those left turning tendencies start to pull us over to the left, that's the P factor. If you're a good airman, you'll recognize this is going to happen, and you'll add just a little bit of right rudder as the nose comes up so that you can stay exactly on the centerline. And having thought this through before takeoff, it won't be a surprise to us when it happens."

*Article courtesy of Don Neuberg*

### **We Did the Booth!**



We set up a booth and three of us were out there helping out the folks that came through. David, Don, and Jimmy were there serving people. We set up about lunchtime and knocked off at 5:15. It wasn't quite the busy day we expected though. With the airport having raised its fuel prices to become some of the highest prices in Georgia, it undoubtedly sent pilots to other airports unfortunately. We did take care of the ones that did come through and actually managed to make a little bit to put in the treasury. Every little bit helps. Do you have an idea for a fund raiser? Let someone know.

# Sun 'n Fun 2007

**Steve Phillabaum** traveled to the Sun 'n Fun airshow this year and camped out on the airport field. He took some pictures while he was there and has been gracious enough to share them with us. Enjoy



Steve getting close to Patti Wagstaff. Go Steve!

**EAA Chapter 1350  
Newsletter**

**NEXT MEETING WILL BE MAY 14 2007 AT 7:00 P.M.**



Know someone interested in aviation?  
Bring them with you to the next meeting.

**EAA CHAPTER 1350  
126E WYNNWOOD DR.  
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Please place  
stamp here



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

## Upcoming Events

5-19 — EAA 1350 Pancake Breakfast

6-025-07 — Good Neighbor Day at PDK

If you know of any upcoming events or news, email [newsletter@eaa1350.com](mailto:newsletter@eaa1350.com).

**Did you know** that the chapter has a shared group on Yahoo? This is a place where members can post pictures, text, news, events, anything you want share with everyone else. Members will be automatically notified of new postings so if you haven't joined the group yet, check it out at [groups.yahoo.com/group/eaa1350/](http://groups.yahoo.com/group/eaa1350/)