



Air Grangers



NEXT MEETING OCT. 9, 2006, AT 7:00 P.M.

www.eaa1350.com

Oct. 2, 2006

eea1350@mindspring.com

Sept 11, 2006 Meeting

The September meeting went well with baked chicken served at 6:30 for those who got there early. Everyone seemed to enjoy the chicken and the fixings that were brought. We had a good meeting with different topics covered. David informed everybody about the banner and what it would cost and it was agreed that the project should go forward. Steve shared with everybody about his KR-2 project with updates about its progress. Dan shared about the progress of his T-28 paint job. He also updated us about the upcoming Young-Eagles flying that our chapter is planning to do. There was a discussion about the pancake breakfast and discussions on other topics with the meeting adjourning approximately 8:40 P.M. It was a good meeting and invite someone to the next meeting if you can.

Our last pancake breakfast went great, one of the best we have ever had. We had four planes fly in, three from other chapters and one as a result of the membership brochure that was sent out. Those present ended up staying late because of a Medevac helicopter headed in that wanted breakfast, but they got there much later than promised unfortunately. Word is getting out about our chapter and it is up to us to keep getting the word out. Let's make sure we let friends in LaGrange and around the state know about our meetings and breakfast.

The "I Think" Rule of Aviation

As pilots we have most likely had our habits formed by our instructors and by our own personal experiences. During my various flights over the years, I have developed what I like to call the "I Think" rule of aviation. There are many "gotchas" in flying, some beyond our control. What I'm talking about here is premising any aviation statement with "I Think". Several such instances are listed below:

- "I Think" I have enough fuel.
- "I Think" the weather will be OK.
- "I Think" my weight and balance will be alright.
- "I Think" the runway length is sufficient.
- "I Think" I'll be home before dark.

I'm sure, in your own flying experiences, you've possibly preceded various flights with "I Think" too.

I've personally had two flights where I used the "I Think" rule about my fuel. Although both flights had successful outcomes and I landed with legal reserves, I was seriously sweating the situation because I knew that any delay in reaching my destination could have been bad news.

Another personal experience was related to a long cross country flight. It was summer time and my thought was "I Think" I'll be home before dark. I did not check the landing light prior to my initial departure from LaGrange. Oops, it didn't work. Now I've got to do any night landings without a landing light. The funny thing is I somehow managed to combine two "I Think" items together. In trying to get back to LaGrange before dark I said "I Think" I have plenty of fuel. Now while flying back to LaGrange, not only did I witness the sun go down, I got to watch my fuel gages bounce from empty to one quarter full.

If you are an instrument rated pilot or a VFR pilot the "I Think" rule of weather must be taken into account. It's not safe and may run afoul of FAR's for cloud clearance. If you're IFR rated and the weather is marginal file a flight plan. Use the IFR system. If you're not IFR rated it might be an excellent idea to stay on the ground until better weather. Don't use the "I Think" the weather will be OK. Get a full briefing, use in-flight weather updates and if the weather exceeds your personal minimums, simply don't go. I once heard someone say it's "better to be on the ground, wishing you were in the air than be in the air wishing you were on the ground".

The other "I Think" rules about weight and balance and runway length, I'll leave for your own thought process. Assuming you survive the accident, it would be very embarrassing to have to explain why you took off with an overloaded airplane or from a runway that was too short.

In conclusion, if you ever catch yourself saying, "I Think" before any phase of flight, think again!

Don Neuberg, EAA 1350

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

Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut.

— first handbook issued with the Curtis-Wright flyer.

Don't forget about our bulletin board. Post anything aviation or chapter related.



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Join or Renew Today!

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

Our Members Building Projects:

Steve Phillabaum is working on his KR-2 and it is coming along. He's putting a lot of work into it and projects it to be finished sometime in 2008 though one member is 'hinting he should try and have it ready to fly by 2007.



Steve's KR-2 projects sits in his driveway beginning to look like a real airplane.

Dan Serrato got his T-28 back on Sept. 16 and it looks good. He took it on its first flight from the LaGrange airport two days later on Sept. 18, making two flights. His plane will be at the Rome fly-in Oct. 14-16 and also at the Pensacola NAS Homecoming Airshow Nov. 10-11.



Dan grabs a brush and washes all the dust off his plane after getting it back from the paint shop

Frances O'Shea has a plane project in the box and hopes to get started on it soon. He already has a workshop in which to build it and he'll keep us updated about the progress on his project.



Frances' workshop where his plane will be built.

«First Name» «Last Name»
«Address one»
«City », «State» «Zip»

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LAGRANGE, GA 30240**

Please place
stamp here

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Newsletter**



NEXT MEETING WILL BE OCT. 9TH AT 7:00 P.M.

Bring a friend to the next meeting!