



Air Grangers



November 2009 Edition

Next Meeting 10-12-2009 at 7:00 PM

EAA Chapter 1350 officers and members

Gary Brossett	David Barrett
Harold Jarman	Gardiner Mason
Glenn Morrow	Don Neuberg
Francis O'Shea	Bill Roberts
Jimmy Robinson	Dan Serrato

Officers

Glenn Morrow	— President
David Barrett	— Vice President
Jimmy Robinson	— Secretary, Newsletter Editor
Don Neuberg	— Treasurer, Membership Coord.
Dan Serrato	— Young Eagles Coordinator

Sept. 14th, A meeting in Twilight!

Our September meeting started about 7:30 after a great meal provided by Gary and Jimmy. They provided the chapter barbeque, beans, and chips. It was a good meal and everybody got their fill.

The minutes were read when the meeting started and Francis shared about his plane project. Glenn also brought up being approached by a man about a Young Eagles. Apparently he had been going from chapter to chapter getting a ride for his son. David.

David shared about his plane and has been working on the control surfaces. He said he was about ready to mount the wings. Francis discussed building a part of his airplane and Glenn talked with him about it for several minutes.

Don talked about an autopilot for airplane, discussing how much easier it was to fly with them. There were suggestions from other members as well. Forms for the chapter was brought up by Glenn right before the meeting adjourned.

The LaGrange Airport FBO is having its official ribbon cutting on Friday, October 30, 2009, at 11:00. Everybody is invited to the ceremony.

Upcoming Chapter Events

Oct. 12, 2009 7:00 PM Chapter meeting.

Our meeting will resume being held at the FBO now that it has been reopened. The meeting will be at 7:00 and our meal will be served at 6:30 This will be a good chance to check out the 'new' FBO if you haven't seen it so make sure you make the meeting. Don and Glenn will be supplying the meal for those that get there in time.

Oct. 17, 2009 8:00 — 10:30 AM

Chapter Pancake Breakfast. We will be having our monthly breakfast from 8:00 to 10:30. We need people to come at 7:30 and help set up, and also people at the end to help clean up. Invite someone to come to the breakfast and let them know what they have been missing. This may be one of the last chances to wear shorts to a breakfast so make sure you don't miss it.

Sept. 19th was an interesting breakfast. It started out cloudy, stayed cloudy for a little bit, then eventually cleared up. A fog settled over the end of the runway for a while and nothing could get in or out. We didn't get in any traffic because of the weather so it was pretty much chapter members.

Continued on next page

Don't forget that we have a bulletin board!

This is the place you can post your pictures (after you email them to the newsletter), news, notices, anything at all. And be sure to check it or anything new. Gardiner maintains it and will sure to make sure everything is on the bulletin has been placed by the members.

Sept. 19th pancake breakfast continued

We had a fair crowd and the weather was pleasant so it was an enjoyable breakfast. Though the crowd wasn't all that large, it was still a good breakfast.

Our next breakfast will be on Oct. 17th. With the FBO being now being open again, we will be having our next breakfast at the same place as we had it in the past. The weather is still nice for this time of year so try and make it to the next breakfast if you can. It should be a nice morning with 'just-right' temperatures. We always need help setting up and putting things away and the food is always great, make sure you come out to the breakfast.

The following article was authored by Ron Glover who dropped in on our pancake breakfast July 18th

His Last Flight

The following account is about one man's last flight. A flight to fulfill a final wish and to remember the friend we lost.

We were instructed to take our seats in white folding chairs under a bright white canvas canopy positioned off the edge of a little grass runway. Slowly everyone took to their seats as a nine member Air Force Honor Guard stood at sharp attention. In a proud display of our American military, these nine men and women stood before their fallen with honor and respect in the simple act of a soundless stance. With all seated and ready the Honor Guard proceeded to move.

Silence fell as though the earth lost its capacity to produce sound. Both mechanical and natural sounds seemed to diminish as the Honor Guard slowly marched to the front of the tent. Only the ring of a forgotten cell phone would pierce the grim silence of the memorial service. Standing four abreast and facing each other, the Honor Guard produced a triangular folded American flag and started passing it along the line with quick, timed deliberate moves. Our nation's flag was presented in blue with the brilliant white stars reflecting the sun's warm light. When the flag was positioned at the end of their line, they started to pass it back along the line unfolding it as it went. Before long the flag was fully unfurled and presented for all to see. At this point I would imagine that it would be draped over a coffin and transported to the burial sight. But as there was no coffin at this memorial, they proceeded to refold the flag in a manor of fluid, crisp

and choreographed moves. Running their white gloved hands along each fold to smooth out imperfections, the team members performed the folding maneuver with flowing grace. The last man to handle the flag tucked in the final fold and, taking great care in removing any wrinkles, would not release it until it met his satisfaction. At his completion, he returned the flag to his leader and the service continued.

Don was an aviator. He gave his life to aviation in both the military and in civilian life. He absolutely loved to fly and if anyone's blood was cut with av-gas, it was Don's. He once told me of some of his more hair raising flying adventures. There are few pilots out there that haven't experienced some type of event that gets their attention. Especially with the number of hours Don had flown. Weather and or mechanical problems had put Don down in pastures, roads and also a parking lot. Some of his forced landings resulted in aircraft damage and some did not. In his many years of flying Don had experienced things that could frighten a bird into walking, yet he continued to fly. Cancer would be what finally clipped his wings and only in death could he be grounded. May we hope that in our next existence, the flying only gets better.

Don had great enthusiasm in all forms of aviation. He not only flew airplanes, he built and restored them as well. His love for it showed in the finished product of his show quality Aeronca Champ and WWI replica Nieuport he built from plans. These are only two of his many projects and his attention to detail was impressive. He had great passion for flight and it was only fitting that a famous poem be read during his memorial.

High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling
mirth
Of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared
and swung

High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air. . . .

Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy
grace

Where never lark, or ever eagle flew —
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

— *John Gillespie Magee, Jr*

Poems were recited, stories were told, and Don's last flight was drawing near. The Honor Guard was poised at runway edge, weapons in hand and ready for their salute. We all stood and waited for the three rounds of fire to come. Three quick short words would set the team in motion. READY...AIM...FIRE. An involuntary jump would emit from some as the volley split the morning silence. There were three quick bursts and then the soft somber sound of taps would draw tears as a well draws water. At Taps conclusion an Honor Guard bent down to a still seated widow and presented her the flag with poise, dignity, compassion and respect. He then stepped back and raised a white gloved hand to his forehead in salute but as opposed to the typical quick, crisp retreat of his hand, he slowly lowered it to his side while at all times looking her straight in the eye. To me, this was an impressive display of respect for the family of one of their own. I was never in the military, but men and women like this make me proud to be an American.

Three Aeronca Champs were sitting wing tip to wing tip being prepared for flight. Don's lonely little Champ was positioned away from the others and was also being prepared. The Champs were identical in design and differed only in color. All four pilots set their mixture, turned magneto switches on and swung their props by hand to fire off their engines.

Don was particularly proud of his Aeronca Champ, a 1940s designed aircraft capable of carrying two people with virtually none of the comforts of modern day transportation. A simple design of metal tubes, wood and fabric covering, the Champ was simply built to enjoy the serenity of flight. Being scantily powered, great attention was paid in keeping the airplane light. Only items essential for flight were equipped on the Champ and an electrical system and engine starter were not considered essential.

As the aircraft engines came to life the four pilots climbed back into their cockpits and were soon ready to go. Don's Champ would be flown by another pilot this day. Don would simply be a passenger on this flight as his remains in ash would be taken aloft for the missing man formation.

For those who are unfamiliar with the missing man formation, here is a quick description. Holding out your right hand straight with fingers together, imagine that your fingernails are airplanes. This is called the finger-four and is typical of a missing man formation. As the formation passes overhead the slot just right of the lead, or the finger next to your pinky, breaks formation and climbs away leaving a hole in the formation. This represents the missing man and is the final salute to a fallen aviator.

The four Champs taxied to the end of the runway and turned for takeoff. With their throttles pushed forward and engines turning at maximum power, the formation took off in pairs. At altitude they formed into a finger-four formation and returned for the missing man pass. With the aircraft tucked in neat and tight, all eyes wet with tears were gazing skyward as the Champs flew overhead. Don's airplane slowly broke formation up and to the right leaving an empty slot in the flight of Champs. The other planes continued their flight path in the missing man formation before breaking into a landing pattern at the far end of the runway. Don's airplane returned to the field in a high speed pass and as the aircraft eased lower to the strip his ashes were released onto the grass runway below. Billowing grey ash trailed the plane the entire length of the runway and as it passed the crowd was clapping and cheering it on.

It's kind of a peculiar feeling to see what used to be your friend blowing away in the wake of his own aircraft, yet I couldn't think of a better way to end Don's last flight or a better place for his remains to be. This was his final wish. And he'll forever be there to soften the landings of his fellow aviators.

God speed my friend. We will miss you.

*Seen at the Great
Georgia Airshow
on October 10th*





The Condition Inspection

David VanDenburg, TC#4272

Pilots all know that every aircraft registered in the United States requires an Annual Inspection once every 12 calendar months. Does this requirement apply to amateur-built aircraft as well? If so, what does this inspection consist of, and who can do it?

First of all, Amateur built aircraft also have a requirement for an inspection every 12 calendar months, but it is not called an "Annual Inspection." It is called a "Condition Inspection" and is somewhat like an Annual, but there are differences. For example, an Annual Inspection must be done by an appropriately licensed aircraft mechanic. This means an individual who holds a license with an Airframe and Powerplant rating and an Inspection Authorization (A&P with IA). A "Condition Inspection" on an amateur built aircraft, however, can be done by any A&P (no IA required) or by the builder of the aircraft if he or she has applied for the "Repairman's Certificate." This certificate is like having IA privileges for that specific aircraft only. After all, if you built the aircraft, you should know enough about it to be able to determine if it is in a condition for safe operation. Another difference is the logbook entry. Both inspections require an entry into the aircraft maintenance records. The wording for an Annual Inspection comes from 14 CFR Part 43. The wording for a Condition Inspection, however, is different, and comes from the Aircraft's Operating Limitations, which are issued to the aircraft as a part of its airworthiness certificate. If a homebuilder has a local A&P do the Condition Inspection, it's important to provide him or her with the operating limitations so that the correct entry can be made in the aircraft's records.

The actual inspections are basically the same. Those of us flying certificated aircraft probably have factory-provided checklists for the Annual. Piper, Moony, Cessna, etc. all supply checklists for Annual Inspections. But what about us homebuilders? I know some kit manufacturers provide checklists for their products, but for the most part, we're "on our own". Not to worry, the "Friendly Aviation Administration (FAA)" has taken care of us. Appendix D to 14 CFR Part 43 (available at www.faa.gov) is a list of the minimum items that must be included on a 100 hour, Annual or Condition Inspection. Note that this is the minimum. You will want to use this document as a starting point and expand your checklist to cover the specifics of your aircraft. In fact, you will probably add items from time to time as you discover issues or hear of issues others are having with similar aircraft. 14 CFR part 43 requires a mechanic to use a checklist for an Annual. This regulation does not apply to homebuilders, but the operating limitations still require the aircraft to be inspected at least in accordance with the scope and detail of appendix D to Part 43. Build a checklist and use it every time you do a Condition Inspection. This will prevent missed items and maybe save your life. (Reprint from Jul 07 issue)



FAA.gov Ranked Among Best Federal Websites

<http://www.faa.gov/> received a score of 73 from the respected American Customer Satisfaction Index (ACSI). Not only does this 73 exceed the average for the ForeSee website index, it also is higher than the regulatory agency average of 68. Since 2006, FAA.gov's customer satisfaction score has trended strongly upward, climbing seven points to the current score. (excerpt from Oct 6 news release)



We'll be having our meal-before-the-meeting this month, Sept. 14th, at 6:30. This month's meal will be provided by Don and Glenn. The meal and the meeting will take place at the FBO, where we will be having our meeting. The menu they are planning will be some good food so make sure you get there by 6:30. going to try. Bring your presence and your appetite and get there in time for some good eating.



We still need two volunteers for our November meal. Please consider doing your part if you haven't been part of a meal yet. Your chapter needs your food.

Upcoming Events

Sept 12 – EAA Chapter 1350 monthly meeting 7:00 at the FBO

Sept 17 – EAA Chapter 1350 pancake breakfast 8:00–10:30 at LaGrange Callaway Airport. Volunteers and eaters needed!

Oct. 17-18 – Boshears Fly-In Airshow at Daniel Field in Augusta, Georgia
<http://www.boshears.com/>

Oct. 23-25 – Southeast Regional Fly-In at *Middleton Field (GZH)*, Evergreen, Alabama
<http://www.serfi.org/faqn.html>

Nov. 7-8 – Sea and Sky Spectacular at Mayport NAS, Jacksonville, Florida
<http://www.coj.net/Departments/Recreation+and+Community+Services/Special+Events/Sea+and+Sky+Spectacular/default.htm>

Nov. 13-14 – Blue Angels Homecoming Show at Pensacola NAS, Pensacola, Florida
<http://www.naspairshow.com/>

What are members have been up to, where they've been flying, what they have built

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



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

