

EAA CHAPTER 67

WINTER IS HERE!

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DECEMBER 2015

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CHAPTER 67 OFFICERS
Brian Crull—President
Nick Boland—Vice President
Allan Grabeman—Secretary
Jeff Hammer—Treasurer
Rob Morris—Young Eagles
George Spelman—News Letter

EAA Chapter 67 normally meets the first Monday of each month at 7:30 PM at the Noblesville Airport (Pitch-in dinner 6:30). Please check the calendar since there are occasional exceptions:



DECEMBER CHAPTER MEETING

JOY

L O V E

P E A C E

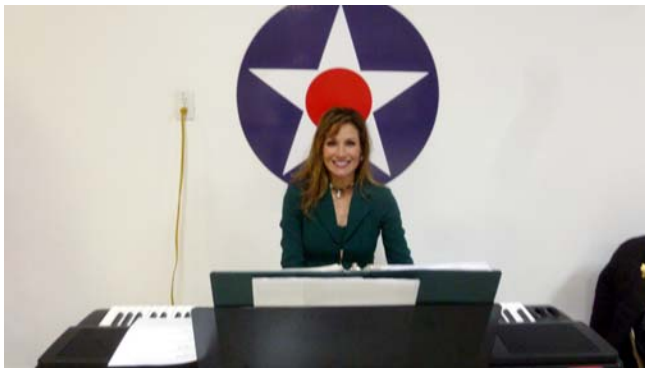


HANGAR FLYING

2015 IN REVIEW



CHAPTER 67 CHRISTMAS PARTY



EAA EVENTS OF INTEREST TO CHAPTER

Jan 4, 2015 Chpter Meeting:
6:00PM dinner at McAlister's
Deli - Meeting 7:30 at I80

**April 4, Chapter Meet-
ing:**6:30PM pitch in din-
ner at I80 - Meeting 7:30
at I80

Feb 1, 2014 Chapter Meeting:
6:00PM dinner at McAlister's
Deli - Meeting 7:30 at I80

May 2, Chapter Meeting:
6:30PM pitch in dinner at
I80 - Meeting 7:30 at I180

March 7, Chapter Meeting:
6:00PM dinner at McAlister's
Deli - Meeting 7:30 at I80

PRESIDENT'S CORNER

Merry Christmas and Happy New Years!

I hope everyone has a wonderful Christmas and you get everything you wanted. This past year was a great year for Chapter 67. We held two successful and very well attended Fly In's. We flew a record number of Young Eagles this year. We sent three great kids to the EAA Air Academy.

How is all this possible? None of this would be possible without you, and the other fantastic members of this Chapter! I look back and remember all the hard work and sore muscles we all had after the Fly In's. I then reflect on the impact all of that hard work had on all those people that came out and very much enjoyed our Fly In's. We do so much to share our love of Aviation to so many people through all that we do as a Chapter.

I am looking forward to another very successful 2016 and with all that we can do when we all work together.

I will see you all next year at the next meeting on January 4. We have a great meeting planned. We will be hearing a short presentation from all three of our Air Academy candidates. They will be telling us a little about themselves, their interest in aviation and why they want to go to the Air Academy. The members will then vote to send them to the Academy this summer. Please show your support of these three great young people and come out and hear from them.

Safety Corner:

Radio Communication Problems

Featuring Wally Moran

Subscriber Question:

"What do you do if, during read back on the ground, the transmissions between the controller and you start breaking up or go dead. Can you take off, hoping some altitude will correct the situation?"

Wally: "So, let's see, you have been talking to a remotely located controller while on the ground, but then the signal breaks up and finally goes dead. Since we could talk to him at one time, that would indicate that you do have slant range coverage at your location. Unless they moved the tower while you were talking, you should still have slant range. In this case, taking off hoping that slant range was the problem did not work."



What other clues might be in the radio calls breaking up and or going dead? Well, the radio needs electricity to work. Many of our G/A radios are very sensitive to low or not enough voltage, so often they are the first indicator of an electrical problem with the aircraft. If we happen to have a high electrical demand such as landing lights on, pitot heat on or low RPM, that can cause the voltage to drop enough to effect the radios. You can try reducing the electrical load to see if that helps. A check of the ammeter or other electrical information may help diagnose this problem. If the alternator/generator has failed or malfunctioned, it will often show up as a radio problem if not detected sooner by the ammeter or voltage indications.

The concept of fixing a broken airplane by flying it is not a good one and usually doesn't work. I am aware of a flight instructor who had a near fatal accident because he decided to check out a student's complaint about a rough running engine in the trainer. On take off he had an engine failure at about 300 feet, crashed and the airplane caught fire. The flight instructor was seriously injured.

So, taking a malfunctioning airplane in the air to fix it is not only a violation of the FAR's, but just a bad idea. Thanks very much to the contributor for helping us all learn from this experience."

BUY / SELL / TRADE (DON'S CORNER):

All chapter members are invited to list items they would like to offer for sale or trade to other members. Please forward via e-mail to Brian Crull and they will be placed in the next month's news letter.

FLT. TRAINING: Sheridan—Nick Boland CFII, nick@flighttrainingcenters.com 317/877-6425
Noblesville—Larry Jacobi, CFII, MEI, Glass—(317) 508-0571-
Larryjacobi@sbcglobal.net



FOR SALE: 1959 Cessna 150, TT2750, 630
SMOH—complete rebuild 2009, excellent condition.
Contact Allan Grabeman 765/623-1176

WE HAVE 2 SHORT SLEEVE LARGE POLO SHIRTS LEFT!

EMBROIDERED HATS & SHIRT

\$15.00 EA.



