



WELCOME

As the days grow shorter and the temperatures start to cool, November marks an important time for reflection and anticipation in the aviation community. It's a time to look back on the flights we've enjoyed this year and look ahead to the adventures that await in the coming months.

This month, we commemorate the "First Flight Across America"—a monumental journey that reminds us how far aviation has come and how it continues to inspire exploration and innovation. Much like those early pioneers, we're driven by the same passion for the skies, whether it's a cross-country flight or a simple hop to a nearby field.

As we prepare for the holidays, let's keep that spirit of adventure alive. Our chapter may have had a quieter season recently, but there's always excitement ahead, and November is the perfect time to plan for it. We look forward to continuing to share experiences, knowledge, and camaraderie within our amazing community.

Safe flying, and here's to a great month ahead! ✈️

November 20, 2024

EAA Chapter 123 Meeting

Michael's Charcoal Grill

723 W. Wadley Ave.

Midland, TX 79705





October Chapter Meeting Minutes

Food and Mingling

As usual, we kicked off the meeting with great food and conversation, allowing everyone to catch up and enjoy the camaraderie.

Introduction of New Members

We're excited to welcome several new members who discovered us through our Facebook group! It's great to see the chapter growing.

Monthly Chapter E-Magazine

The EAA monthly e-magazine, which features updates on EAA chapter events, Foreflight tips, and more was shared with attendees.

Grumpy Cub Overview

A quick progress report on Kelly's Grumpy Cub build. The fuselage, empennage, and landing gear have been received, and work is well underway!

Charlie's Bonanza to Ranger Fly-In

John shared highlights from his recent flight to the Ranger Fly-In that he and a few others attended in Charlie's trusty Bonanza.

Mexico, Missouri – Zenith Factory Day Trip

John and Eddie made a memorable day trip to Mexico, Missouri, to the Zenith Factory. Plenty of aviation insights and hands-on experiences.

Cessna 182 Engine Mount Annual

Kelly gave an update on the Cessna 182 engine mount annual inspection. Work is progressing smoothly.

Gaston Trip at the End of the Month

A few of our members and other pilots are looking forward to the upcoming trip to Gaston's in Arkansas! This is sure to be a fun event.

Hobbs Soaring Society

Randy shared an inspiring story from the Hobbs Soaring Society—plenty of soaring passion in this community!

Upcoming Young Eagles Event

Mark your calendars for the December 7th Young Eagles event! We're looking forward to a safe and productive event where we share aviation with our younger generation.

Sonex Onex for Sale

John mentioned a Sonex Onex for sale. Interested parties should get in touch with John Carnett for more details. His contact information is available on our chapter website. ➔



A Trip to Remember

By Randy A.

I recently had the opportunity to purchase a Glasflugel 201 Libelle from Perry, South Carolina, where I had previously acquired my Schweizer 1-26. The Libelle was the first fiberglass sailplane I ever laid eyes on, back when I was a 16-year-old CAP cadet, and I was smitten from the start. While the 1-26 could be likened to the VW Bug of sailplanes, the Libelle was more like a sleek German sports car.

The Libelle belongs to the first generation of fiberglass sailplanes. The name “Libelle” means dragonfly in English, which is fitting given its distinctive, graceful appearance. Known for its lightweight, easy assembly, superb handling, and its ability to out-thermal later glass ships, the Libelle was *the* sailplane to own for several years—and it still holds its own today.

A fellow glider club member, Leon Autely, volunteered to accompany me on the trip, and I was glad for the help. We had the option of heading out early or waiting a few weeks, but with Hurricane Helene in the Gulf, we were initially unsure. However, predictions were that the storm would remain small and not interfere, so we decided to go for it. We left on Wednesday, September 26, spending the night somewhere in Alabama, and planned to stay in Augusta, Georgia, the following evening, just 45 miles from Perry. We kept a close eye on the weather throughout the day, and everything seemed to be in our favor.

That night in Augusta, we went to bed believing the worst was behind us. However, Hurricane Helene had other plans. What had been downgraded to a tropical depression earlier in the day exploded into a Category 4 hurricane overnight. It made landfall around 6 a.m. Friday, and the power was knocked out immediately. Augusta, a city of over 200,000 people, was suddenly plunged into darkness—no power, no cell coverage, and only intermittent text and internet service. Businesses were closed, and everyone was ordered to shelter in place.

As soon as the winds calmed a bit, we attempted to head east, only to be turned back by a fallen tree that had landed on a car hauler. Later in the day, we tried again and finally made it to Perry, but the 45-mile drive took us four hours. The eastbound lanes were a disaster, with tall trees toppled by the fierce southern winds blocking much of the interstate.



Fortunately, Perry had been spared the worst of the storm. After readying the glider for transport, our next challenge was finding fuel. Luckily, our hosts located a Piggly Wiggly (yes, they still exist!) about 10 miles away that still had gas. With a full tank, we faced another decision: find a motel or make a push westward. We opted for the latter, but the 200-mile journey back to Atlanta was fraught with traffic and delays. Thankfully, things improved past that point.

Lessons Learned: I've never fully appreciated how destructive hurricanes can be until this trip. As bad as it was, Augusta didn't suffer as much as North Carolina. The experience also taught me a valuable lesson about preparedness. With wrecks, construction, and storms, it's critical to keep your gas tank full, and to have snacks and water on hand. As for our decision to go, the seller's agent told us he had lived in hurricane-prone areas all his life and had never seen anything like Helene. Looking back, I believe we made the best decision we could with the information we had at the time. Had we delayed, we might still be waiting to complete the trip. ➔





Certified vs. Experimental: Understanding Annual Inspections and Condition Inspections

Whether you're flying a certified aircraft or an experimental one, regular inspections are key to maintaining safety and airworthiness. However, the type of inspection required differs between these two categories of aircraft. Let's take a look at the differences between an Annual Inspection for certified aircraft and a Condition Inspection for experimental aircraft.

Certified Aircraft: Annual Inspection

For certified aircraft, an Annual Inspection is mandatory once every 12 months, regardless of how often the aircraft is flown. This comprehensive inspection must be performed by an A&P mechanic with an Inspection Authorization (IA). The process involves thoroughly examining the aircraft to ensure it complies with FAA regulations and is airworthy. Everything from the engine, airframe, and control surfaces to avionics and instruments is checked.

- Who can perform it? An A&P mechanic with Inspection Authorization.
- Frequency? Required once every 12 months.
- Scope? A comprehensive examination to ensure continued airworthiness.

Experimental Aircraft: Condition Inspection

In contrast, Experimental Aircraft require a Condition Inspection annually. This inspection, while still comprehensive, focuses on determining if the aircraft is in a condition for safe operation. The builder of the aircraft, if they hold the repairman certificate for that aircraft, is often authorized to perform the inspection themselves. Alternatively, any licensed A&P mechanic can perform the inspection. The flexibility in who can perform this inspection is one of the key differences between experimental and certified aircraft.



- Who can perform it? The aircraft's builder (with a repairman certificate) or an A&P mechanic.
- Frequency? Required once every 12 months.
- Scope? Ensures the aircraft is in a condition for safe operation.

Additionally, while experimental aircraft owners may perform the inspection themselves, it's not a bad idea to have a second set of eyes look over the aircraft. Having another qualified person inspect the aircraft can help catch any potential issues that may have been missed, providing an extra layer of safety and peace of mind.

Key Differences:

- Regulatory Oversight: Certified aircraft inspections are more regulated, with stricter FAA oversight, whereas condition inspections for experimental aircraft allow more flexibility for owners.
- Who Inspects? Certified aircraft inspections must be performed by a mechanic with IA, while experimental aircraft can be inspected by the builder (if certified as a repairman) or an A&P mechanic.
- Cost: The cost of an annual inspection for a certified aircraft can be higher due to the regulatory requirements, while experimental aircraft condition inspections can be more cost-effective, especially if performed by the builder.

No matter what you're flying, the importance of regular inspections cannot be overstated. Whether it's a certified aircraft or an experimental one, making sure it's safe and ready for flight ensures that you, your passengers, and those around you remain secure. ✈



Final Flight Notes

1. **Prepare for the Unexpected:** Just as Randy's story reminds us, unpredictable weather can turn a routine trip into a challenging situation. Always check weather reports multiple times leading up to your flight, and have a backup plan in case conditions change unexpectedly.
2. **Fuel Management is Key:** Whether you're driving or flying, always ensure you have more than enough fuel to reach your destination. Carry extra fuel if possible, and plan for alternate stops where you can refuel, especially when flying to remote areas.
3. **Stay Hydrated and Fed:** Long flights and delays can wear you down. Keep snacks and plenty of water onboard to maintain your energy and alertness, especially during those longer trips or when facing unexpected delays.
4. **Know Your Emergency Procedures:** In an emergency, seconds count. Regularly review your aircraft's emergency procedures and practice them. Being mentally prepared can make all the difference when it comes to safe outcomes.
5. **Communicate Your Plan:** Before setting off on any trip, make sure someone knows your route, expected arrival time, and backup plans. In the event of an unexpected situation, this information could be vital in ensuring help arrives if needed. ✈️

Closing Message

As the year winds down, we're reminded of how important it is to stay prepared and vigilant, both in the air and on the ground. Whether you're tackling a cross-country flight, working on a new build, or simply enjoying a day at the hangar, safety and community are at the heart of everything we do. Let's finish the year strong, keeping our passion for aviation alive and well.

Thank you for being part of our chapter, and we look forward to sharing more adventures with you in the months to come. Stay safe, fly smart, and we'll see you at the next gathering! ✈️



Community Corner

Call for Contributions: We're always looking for fresh ideas and perspectives to enrich our EAA chapter community! Whether you have a story to share, an event to announce, or an aviation-related topic you're passionate about, we invite you to contribute to our newsletter. Your input helps us create content that resonates with our members and fosters a sense of belonging within our aviation family. Have a suggestion for a future event, workshop, or project? Want to share your aviation journey or highlight a fellow member's accomplishments? We'd love to hear from you! To submit your contributions or ideas, please email kjgayneaux@gmail.com. Let's soar together and make our EAA chapter's future as bright as the skies above! ✈️

