



# *Heartland EAA Chapter 1240*

197 Challenger Drive, Gate 24, Sebring Regional Airport  
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## **NEWS AND EVENTS FOR SEPTEMBER, 2021**

**JOIN US:** For our Chapter Meeting on Thursday, September 9<sup>th</sup>, we will host our pitch-in dinner to share. Please join us, and bring a salad, side dish, or dessert to share. The chapter will provide the main course. Or, if you wish, donate \$5.00 in lieu of bringing a food item. We will start serving at 6:00pm, with our Chapter Meeting to follow. This is a great chance to meet some of our new members and enjoy spending some time together.

### **UPCOMING EVENTS:**

**-CHAPTER MEETING: Thursday, September 9, 6:00pm, EAA #1240 Aviation Development Center.** Our program will be presented by Levi Vickers, Sales Manager of Gulf Coast Avionics. We will also have chapter member Sam Adams, who is leading our VMC Club, speak about the first session coming in October; and we review of ongoing and upcoming projects and activities. At the conclusion of the meeting, we will reset the tables and chairs for the Pancake Breakfast.

**-PANCAKE BREAKFAST: Saturday, September 11, 8:00am – 10:30am, EAA #1240 Aviation Development Center.** Young Eagles flights will be made.

**-CHAPTER MEETING: Thursday, October 7, 6:00pm, EAA #1240 Aviation Development Center.**

**-PANCAKE BREAKFAST: Saturday, October 9, 8:00am – 10:30am, EAA #1240 Aviation Development Center.** Young Eagles flights will be made.

**- PANCAKE BREAKFAST: THANK YOU!** To everyone who volunteered and made our first six Pancake Breakfasts since reopening great successes! Since reopening, we have served 748 guests!

Our next breakfast is Saturday, September 11th, and we will need our members to participate; summertime means more of our members have traveled north, and we will need assistance with:

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- The cooking team (1-2 additional members)
- The serving line (1-2 additional members)
- Table cleaning and sanitizing (1 additional member)
- Cleanup and takedown after the breakfast (2 additional members)

More information will be presented at the Chapter Meeting on September 9, and prior to opening of the breakfast. We need to have more members involved, to provide for a break for those working, and perhaps to work in shifts. Please let Dale Huffman know if you can help.

**-WEBSITE AND SOCIAL MEDIA:** Here is where you will find us:

-Website: The website is being updated; it will become the location of pictures, past newsletters, and general information about the chapter, and how to contact us. The website address is **sebringeaa.org**

-Facebook: This will be used for announcements, scheduled events, and other communications throughout the month. You may find us on Facebook at:  
**Heartland EAA 1240**

-Email: You may leave email messages at: [eaasebring@gmail.com](mailto:eaasebring@gmail.com)

A BIG THANK YOU to Gary Garrett for this effort and the ongoing management of these tools.

**-NEEDED: YOUNG EAGLES PILOTS:** Our current Young Eagles flights are being managed by the Heartland Flying Club, but others can participate. We especially need a few pilots to assist in the next few months. The club C172 is undergoing an engine overhaul, and will need October and November to finish and break in the new engine before being used for Young Eagles activities. Pilots must participate in an online background check, but this is easily done. If you can help us on September 11, and/or October 9, please contact Dale Huffman for information.

**-NEEDED: HELP MOVING AIRCRAFT PARTS AND ENGINES:** We will be organizing a workday for moving the BeDe4 fuselage, wing packages, engines and parts to a storage hangar. Also, we will move an engine hoist and an engine from our upstairs storage to the storage hangar. We will have the trucks and trailers; we need 2-3 members who can assist in the move. We plan to do this the week of September 13, most likely a Tuesday, Thursday or Saturday. Contact Dale Huffman if you can assist.

**-EMPLOYMENT OPPORTUNITY:** We have been made aware of a full-time employment opportunity on the airport for someone wishing to get started in aviation. If you know of someone who might be interested, please contact Dale Huffman for the contact information of the employer.

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**-WELCOME NEW MEMBERS** : Please join us in welcoming a new member of EAA #1240:

- Kenneth Mishler and Stacy Smith, who own a Tecnam P2008
- Steve Picklesimer, who is one of our High School Team instructors at Sebring HS
- Mike Simmons, who owns an Ercoupe

Say hello and introduce yourself to them at our Chapter Meeting and Breakfast.

**-PILOT TIPS:** From Pilot Workshop, a subscriber asked: *“In a light airplane, should you fly the approach on or above the PAPI glideslope? I just did a flight review, and the instructor told me not to fly two red / two white, but three white / one red.”*

Response: “Your instructor has a point that a typical light airplane can use a steeper approach than flying centered on a visual glideslope indicator. (That’s a VGSI, a.k.a. a VASI or PAPI.) Flying a steeper approach offers a better chance of reaching the runway if you have a power problem on short final. It’s also true that consistent approaches can yield better, safer landings. However, the solution of three-white, one-red probably doesn’t do much for you. Here’s why:

VGSIs offer a 3-degree glide path—if terrain and obstacles permit. That’s because ILS and LPV instrument approaches also use 3 degrees, if possible. Three degrees is pretty shallow. If you turned base-to-final at 500 feet AGL *and* were centered on a 3-degree glide path, you’d be about 1.5 miles from the runway—way beyond glide range for a typical piston single.

Most VASIs only offer one glide path (some offer two). A PAPI offers three. **However, for VGSIs with more than one glidepath, the difference between glidepaths is just 0.2-0.3 degrees.** Flying one versus the other is almost inconsequential.

Browse the Chart Supplement and you’ll see that some VGSIs are much steeper than 3 degrees. Terrain could necessitate angles of 4.5 degrees or more. So always flying centered on the VGSI isn’t as consistent as most people think. Most VGSIs keep you clear of obstacles within 3.4-4.0 miles from the airport and 10 degrees left or right of the centerline. Exceptions to this will also appear in the Chart Supplement.

Given that most light, GA airplanes can handle final approach angles of 6 degrees, or steeper, if needed, the real takeaway here is simply remaining at or above any VGSI. That’s actually required at towered airports per 14 CFR 91.129 (e)(3). It says that when landing on a runway with a VGSI each pilot, ‘must maintain an altitude at or above the glide path until a lower altitude is necessary for a safe landing.’

How high above depends on your comfort level with reaching the airport in the event of a last-minute engine problem versus your ability to land and stop within the desired distance. And you get to decide when it’s necessary to descend for that safe landing.”

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**-COMING IN OCTOBER:** We have two activities planned for October. We will start our VMC Club activities, discussing various potentially dangerous scenarios VFR pilots may encounter, and how to plan and prepare to avoid them. Chapter Member Sam Adams will lead this group. Sam will distribute a sample question from the VMC Club discussion at our meeting, so that everyone can see the types of questions that will be discussed.

**-COMING IN NOVEMBER:** We will be planning several Fly-Outs to locations either to eat, or to visit aviation-related enterprises in the central Florida area. Chapter member Rick Nicholson will start this series, and other members are encouraged to join in with ideas and help in planning. First up is Fly-Out to the DeLand Sport Aviation Showcase in DeLand, FL, to be held November 11-13, 2021.

**EAA WEBINARS:** EAA offers all aviation enthusiasts an opportunity to participate in the Webinar Series, presented by Aircraft Spruce. Attendance is limited, so preregistration is strongly suggested. Following are the August and September webinars that you can view:

## September Webinars

### Machine Learning

WEDNESDAY, SEPTEMBER 1, AT 7 P.M. CDT

Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*

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### Bearhawk Aircraft

TUESDAY, SEPTEMBER 7, AT 7 P.M. CDT

Presenter: Mark Goldberg | *Homebuilders Webinar Series*

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### Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat

WEDNESDAY, SEPTEMBER 8, AT 7 P.M. CDT

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS and AMT credit*

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### Air Racing History - Part 2

TUESDAY, SEPTEMBER 14, AT 7 P.M. CDT

Presenter: Connor Madison | *Museum Webinar Series*

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### Buying Your First Aerobatic Airplane

TUESDAY, SEPTEMBER 21, AT 7 P.M. CDT

Presenter: Budd Davisson

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### Welcome to EAA – Getting the Most Out of Your Membership

TUESDAY, SEPTEMBER 28, AT 7 P.M. CDT

Presenter: David Leiting

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### Flying With the iPad — Your Digital Co-Pilot

WEDNESDAY, SEPTEMBER 29, AT 7 P.M. CDT

Presenter: Bret Koebbe | *Qualifies for FAA WINGS credit.*

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## October Webinars

### Rotax 912 Engine Installation & Operational Tips

TUESDAY, OCTOBER 5, AT 7 P.M. CDT

Presenter: Phil Lockwood | *Qualifies for FAA WINGS and AMT credit.*  
*Homebuilders Webinar Series*

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### Blowout!

WEDNESDAY, OCTOBER 6, AT 7 P.M. CDT

Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*

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### The Grumman Duck

TUESDAY, OCTOBER 12, AT 7 P.M. CDT

Presenters: Chris Henry and Ben Page | *Museum Webinar Series*

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### Preventing VFR Into IMC: Using Your Personal Weather Minimums

WEDNESDAY, OCTOBER 20, AT 7 P.M. CDT

Presenter: Dr. Scott Dennstaedt

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### A Clue (or Two) For Your Next Flight Review

WEDNESDAY, OCTOBER 27, AT 7 P.M. CDT

Presenter: Rod Machado | *Qualifies for FAA WINGS credit.*

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There are many webinars, both those presented live, and an extensive archive of past webinars. To explore the topics available, go to:

<https://www.eaa.org/eaanews-and-publications/eaanwebinars>

To register, go to EAA.org, search for webinars, and register. **(Please Note: Times listed are Central Time; these will be 8:00pm if you are on Eastern Daylight Time.)**

**-2021 ANNUAL DUES:** Dues for 2021 are now due and can be paid at any time. Dues are \$25 per year for an individual or \$30 for a family. Make your check to “EAA Chapter 1240”, and mail to the address above, or see one of the chapter officers at our events.

Many thanks to our members who have recently paid their 2021 membership dues. Our members are the main ingredient in a successful chapter. **Especially at this time, we need your support for keeping the chapter running and being one of the most highly recognized chapters in the country.**

**-DID YOU KNOW?:** EAA #1240 has a great library of aviation related books, DVDs, CDs and other items up the stairway in the hangar. These items can be checked out by simply signing them out. We ask that they be returned when finished.

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## **-SHADOW WARRIOR:**



**-IDEAS, SUGGESTIONS, and SUBMISSIONS :** We will always welcome ideas, suggestions and submissions from our members for the monthly newsletter. The more, the better. Just let us know what you would like to see.

*Dale Huffman, President; 863-657-2027, or email [dalehuffman@comcast.net](mailto:dalehuffman@comcast.net)*



**Heartland EAA 1240**

**ON THE WEB at: [www.sebringeaa.org](http://www.sebringeaa.org)**

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