



EAA CHAPTER 1279 (F70)

Minutes of Chapter meeting held on 10/28/2023 @ Hangar A17

At 9:30am, prior to our regular membership meeting, the monthly VMC and IMC Club meetings were held, focusing on the following topics:

- 1) Leaning prior to takeoff should be based on density altitude, rather than field elevation. It's recommended to lean for best power whenever the density altitude is approaching 5000 feet or higher prior to takeoff.
- 2) Discussion on considering the temperature/dew point spread when determining whether or not you can expect fog. If the spread is less than 1 degree, the TAF will include a more precise temperature/dewpoint spread at the end of the text string. Fog should be expected if the temperature/dewpoint spread starts falling below a 5 degree spread. There was a scenario whereby the pilot of a Cessna 150, while enroute over the Colorado mountains, started experiencing the fact that all of the airports were socked in with fog. The discussion focused on his options.
- 3) There was another scenario discussed whereby there was a thunderstorm near the destination airport and the scenario pilot was confused as to why a professional pilot ahead of him asked the tower controller for a back course approach that would be with a tailwind rather than the ILS approach that favored the wind. When the scenario pilot asked for the ILS, the tower controller asked him, "Are you sure?" It appeared that the professional pilot and the controller knew something he didn't. It was agreed that the best thing to do is to just ask the tower controller why he is questioning the choice of approach. Never be afraid to ask controllers for help, that is their job.

Rick parked the Fokker DR1, that he is building, outside our meeting place. He gave us all a walk-around of the aircraft and answered everyone's questions. Everyone enjoyed seeing his excitement to be getting close to finishing his project. It was also enjoyable to see it start up and taxi.

Peter reminded all of our junior members that EAA will start accepting scholarship applications on November 1st. One of the requirements is that the applicant must submit a short essay on why he/she thinks their application should be the one chosen. Peter recommended that they all start practicing writing their essay so that he can read and give pointers on changes that can be made to improve their chances of being chosen for the scholarship. Peter said it is a huge mistake to just submit their first draft.

Carley will be promoting the upcoming visit of EAA's Ford Tri-Motor aircraft on our chapter's Instagram and Facebook accounts.

Al Graham reminded all members, who are in the process of building an airplane, that it really helps to use the free EAA Builder's Log because everything posted there will automatically be seen on our chapter website, so you only need to post things once. He said our website has a Calendar of Events (including a calendar page for the Explorer events).

It was reported that we currently have 111 members. 52 of our members are owner/pilots and there are 21 projects under construction.

Peter reported that we had a very successful Young Eagles Rally on October 7th. 28 Young Eagles were flown and we had 9 participating aircraft. He said he has received several letters from parents thanking us for providing this experience to their children.

Several builders gave an update on the progress of their projects.

There was a discussion on the upcoming Ford Tri-Motor visit that we are hosting. Peter had a sign-up sheet for volunteers to use for letting him know what days they will be available to help. Peter will use this information to assign time slots for all of the volunteers. It's possible that the local Ford dealership may be a sponsor (at the cost to them of \$5,000). If this happens, our chapter will receive \$2,500 for our treasury. We will also receive \$5.00 per passenger flown and a percentage of gross merchandise sales.

Peter reported that our chapter treasury now stands at a balance of \$3,994.00

We are in the process of planning our annual chapter Awards Dinner for sometime in January or February. It's possible that our revenue from the Tri-Motor visit may pay for our chapter dinner, should we choose to use it for that event.

The meeting was adjourned at 10:55am