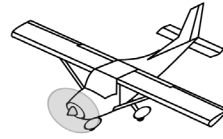


# THE 1471 FLYER



April 2022

## UPCOMING EVENTS

Young Eagles Day April 30<sup>th</sup>

EAA Sun N Fun April 5-10th

EAA Airventure July 25<sup>th</sup>- 31<sup>st</sup>

Chapter 1471's Open House Sept 24<sup>th</sup>

## YOUNG EAGLES DAY

Young Eagles Day should be a good turnout of interested kids. It will begin at 9am. Make sure all pilots who will be flying have filled out their EAA youth safety training. Very simple test and background check done on the EAA website through your member page. On March 17th, the school corporation reached out to Rose because of her grandson, Cameron, to talk about aviation. Rose, Zach, and Chuck went to the Columbia 6th grade Academy to showcase the aviation career opportunities. The kids were very engaged, and we should have quite a few of them and their friends out on April 30th. The airport is also going to be displaying aviation career opportunities at the Logansport High School on their career day in April. Keep spreading the word!

## BlueBird Agricultural Aviation

I am sure most of you know this by now, but KGGP has new attendants! The BlueBird family is hangared down in the old airport maintenance hangar and will be starting up ag flying out of here. They also are renting one of the upstairs offices for the business. This is really helping boom business here at the airport. So don't be strangers and let's welcome them to our KGGP airport family!

## JOHN ENSIGN TO THE RESCUE AGAIN!

John Ensign is a master at the sheet metal, but you all already knew that. After Harold Price's tail sheet metal work, we thought John was done for a while. But that wasn't true. There was a mishap with Chuck Hoover's Warrior, when a drill bit punctured a hole into the skin of the left wing. So, who better to call then John Ensign? He was able to create a patch and buck some rivets where the hole was and now the plane has no holes.



*Soviet's Antonov An-225*



## New Aviation Related Guest Speakers

I wanted to thank Bob Barr for finding informative guest speakers when not a lot of members can. Last month we had a West Point Grad give us a talk on his West Point time. We hope that we can get more Aviation related guest speakers throughout this year. I know most individuals that everybody knows has already come out and given a talk but ask them to come back and give another talk. Maybe they have a different adventure to talk about. Always remember we have new members that might not have heard the presentation the first time. We hope you put on your thinking caps and find individuals. While the other presentations are interesting and informative, we are an aviation group. Just make sure it's about aviation! The EAA website has amazing interviews over individuals that have been involved with Aviation that can take anywhere from 15 minutes to an hour and a half.

## WEATHER FLYING!

We are in the midst of a weird time for Indiana Weather. Be aware that weather can change on a dime when traveling. These are a couple of tips to stay on top of the weather.

### 1. Electronic Flight Bag Usage

Most pilots know the amazing tool of Foreflight and if you don't you should be aware of it. The app has everything a pilot needs for on the ground preflighting to in the air awareness. One new feature that has recently come out is the Daily and the MOS weather options when looking at what is being forecasted. These options can give you an idea of what is coming during the week or the next day when the local TAF hasn't updated. It has many more gadgets and gizmos and if you have adsb in can be used for traffic and pop up weather awareness. Awareness is key!

### 2. Thorough Weather Briefing

What constitutes a thorough weather briefing?

“A good weather briefing begins with developing a total awareness of the overall big picture before obtaining a detailed or standard briefing. Many pilots start by monitoring weather patterns through commercial television, such as The Weather Channel, several days before the flight. The day or evening before the flight, pilots may wish to obtain an outlook briefing from Flight Service or electronically from a Direct User Access Terminal (DUAT) vendor, or they may choose to download weather and forecast charts from the Internet. (When using DUATs, don't hesitate to contact Flight Service to clarify any information you do not fully understand.) As close to departure time as possible, call Flight Service or log on to DUAT for a standard briefing. (Of course, you can also access high-quality weather products on the Internet or via other sources, but first make sure that the menu of products is suitable for aviation use and the products are current.) If you obtain a standard briefing several hours before the flight or when the weather is questionable, it is a good practice to call an FSS for an abbreviated briefing just before takeoff.”

(SAFETYTEAM, F. A. A. (2008). *How to obtain a good weather briefing - faasafety.gov*. faasafety. Retrieved March 31, 2022, from [https://www.faasafety.gov/files/gslac/library/documents/2011/Aug/56400/FAA%20P-8740-30%20GoodWeatherBriefing\[hi-res\]%20branded.pdf](https://www.faasafety.gov/files/gslac/library/documents/2011/Aug/56400/FAA%20P-8740-30%20GoodWeatherBriefing[hi-res]%20branded.pdf))



## THIS MONTH IN AVIATION HISTORY

On April 18<sup>th</sup>, 1917 William E. Boeing's Pacific Aero Products Company is renamed Boeing Airplane Company. Just imagine if that was never changed. Would the company still be around today?

We were fortunate enough to have Boeing design a majority of military and airline aircraft throughout the years. What Boeing Aircraft comes to your mind when the topic about Boeing comes up?



## MONTHLY WEBINARS PROVIDED BY THE NATIONAL EAA CHAPTER

Make sure to register on the EAA webinar page. If any of these seminars look interesting to you talk to fellow members about it. Lets coordinate a night to watch one or two!

4/6/22 7PM CDT **Your Airplane's Report Card**

4/12/22 7PM CDT **Gyrocopters of the EAA Collection, Part 2**

4/13/22 7PM CDT **Welcome to EAA – Getting the Most Out of Your Membership**

4/14/22 7PM CDT **Young Eagles Build and Fly – EAA's Youth RC Build Initiative**

4/20/22 7PM CDT **Controllability as Affected by Weight and Balance**

4/21/22 7PM CDT **Planning for International Young Eagles Day**

4/27/22 7PM CDT **Bad News is Good News: Avoiding Most Accident Scenarios**

## Other Upcoming Local Area Events



## DON'T FORGET ABOUT OSHKOSH!

Start planning now your Oshkosh week getaway! It will be July 25-31. Tickets are on sale now! If there is enough interest as a chapter. Maybe we could all camp around the same area. Keep in touch and don't forget! It should be another great week of aviation enthusiasts!

## PRIVATE PILOT QUESTIONNAIRE

1. During operations outside controlled airspace at altitudes of more than 1,200 ft AGL, but less than 10,000 ft MSL, the minimum distance below clouds requirement for VFR flight at night is...
  - A. 500 ft
  - B. 1,000 ft
  - C. 1,500 ft

Metadata: ACSCCode: PA.I.E.K1

2. A 100- hour inspection was due at 3302.5 hours. The 100-hour inspection was actually done at 3309.5 hours. When is the next 100-hour inspection due?
  - A. 3312.5 hours
  - B. 3395.5 hours
  - C. 3402.5 hours

Metadata: ACSCCode: PA.I.B.K1b

3. The mature stage of a thunderstorm begins with
  - A. Formation of the anvil top
  - B. The start of precip
  - C. Continuous downdrafts

Metadata: ACSCCode: PA.I.C.K3h

4. When the course deviation indicator (CDI) needle is centered using a VOR test signal (VOT), the omnibearing selector (OBS) and the TO/FROM indicator should read
  - A. 180 FROM, only if the pilot is due north of the VOT.
  - B. 0 TO or 180 FROM, regardless of the pilot's position from the VOT
  - C. 0 FROM or 180 TO, regardless of the pilot's position from the VOT

Metadata: ACSCCode: PA.VI.B.K1

5. A pilot and two passengers landed on a 2,100 foot east-west gravel strip with an elevation of 1,800 feet. The temperature is warmer than expected and after computing the density altitude it is determined the takeoff distance over a 50 foot obstacle is 1980 feet. The airplane is 75 pounds under gross weight. What would be the best choice?
  - A. Taking off into the headwind will give the extra climb-out time needed.
  - B. Try a takeoff without the passengers to make sure the climb is adequate.
  - C. Wait until the temperature decreases and recalculate the takeoff performance

Metadata: ACSCCode : PA.I.H.K4



## **PRESIDENT'S NOTES**

Update on 501C3 application – has been assigned, but IRS still has backlog of applications.

I have been receiving emails through the EAA system about our Young Eagles event – good sign!

## **Contact Us**

<https://chapters.eaa.org/ea1471>

### **Chapter 1471 Board Members**

Larry Benson, President

Harold Price, Vice President

Bob Barr, Treasurer

John Peters, Secretary

### **Questionnaire Answers:**

1. B
2. C
3. B
4. C
5. C