



CHAPTER CHATTER

Chapter Number 78

Flying Through History

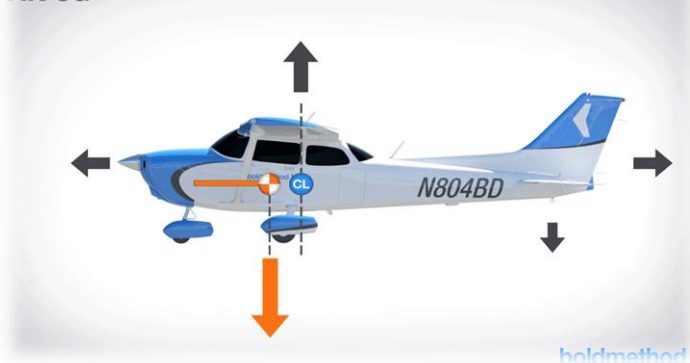
Two of three potential new Chapter members were in attendance and introduced (Julian Hogan, Kristopher Whaley, William Tater). One is scheduled to commence flight training in the near future (Julian Hogan). Julian is also a recently proud owner of a 1974 Cessna 150M (**N3376V**), and will probably fly it during his PPL flight training (**see below photo**)



Cessna 150M (N3376V)

Why Does CG Location Affect Your Airplane's Performance?

Aft CG



What Happens When You Declare An Emergency With ATC?



- Getting Lost
- Engine Roughness
- Engine Failure
- Fire (Any Kind)
- Loss Of Pressurization
- Electrical Failure
- Hydraulic Failure
- Landing Gear Malfunctions
- VFR Into IMC
- Poor Weather
- Medical Emergency
- Low Fuel

Quiz: Can You Answer These 6 Aircraft Fuel Questions?



Left-Turning Tendencies Explained: Why Your Plane Pulls Left During Takeoff



FAA Highlights Big Hazard

The agency has crunched the numbers and the takeaway is that we GA types are doing a bad job at this one really critical skill.



The FAA has issued an alert and shared a great video on how pilots can keep from making a big mistake, landing on what the FAA calls the “wrong surface.” These mistakes include landing at the wrong airport, on the wrong runway, or on a taxiway instead of the correct runway.

The numbers are staggering. Over a two-year period the FAA says that there were 557 wrong-surface landings in fiscal year 2016, 85 percent of which involved GA planes. Nearly 90 percent happened during the day and the vast majority were under visual flight rules. A lot of factors play into such mistakes, including facility confusion, and the biggest culprits were airports with parallel runways, and of those, parallel runways with one of them greatly offset from the other.

One of the best tools you can use is the extended runway centerline utilities available in many navigation apps and on panel mount avionics, too. Even when you think you know you’re landing on the correct runway, those extended centerlines are great confirmation that you really are.

Check out the FAA’s excellent video on the subject [here](#).

TFR tomorrow in Philadelphia-

Date(s):

From: December 8, 2018 at 1815 UTC (1315 EST)

To: December 8, 2018 at 2300 UTC (1815 EST)

Please call wx brief (800) 992-7433 before every flight and call us at (215) 340-0707 if you have any questions

