

(WING-TIPS)

The Official Monthly Electronic Newsletter of the
Southern Nevada EAA Chapter 1300

3500 Executive Terminal Drive
Suite 285
Henderson, Nevada, 89052
Website: www.eaa1300.org

February 2010
Volume 11, Issue 2

Next Meeting Location:

The next meeting will be at the HND Airport Terminal at 7:30 PM on Wednesday, February 10th, 2010. Please join us for our informal dinner before the meeting at the Landings Restaurant in the terminal at 6:00PM, or when you can make it!

2010 Officers and Directors:

President:	Roger Hansen
Vice President:	Terry Frazier
Secretary:	Seb Trost
Treasurer:	Brian Prinzavalli
Director:	Dean Herrington
Director:	Kathleen Jones
Director:	Randy Holland

Presidents Corner

Last month we had a chance to visit Andy Johnson's project which is a Van's LSA RV-12. Having built a slow build RV-6, I am in awe of the process which is used in the construction of the "12". Andy's work is excellent and if you have an interest in building a LSA, be sure to check out Andy's project.

This month, February, we will have a speaker on a different topic and one that has not had a lot of visibility or been part of EAA to my knowledge, Hot Air Ballooning. At this month's meeting we will have a presentation by Ed Campbell who tell us about Hot Air Ballooning in the Las Vegas Valley. Anyone for demo rides . . .?

Last month we again postponed the discussion on Chapter purchased tools. We can either put a committee together to study what we need and how much to spend or bring a proposal to vote at February's meeting and source a vendor for acquisition of the tool(s).

At last month's meeting we mentioned the ability to purchase software at an extremely attractive price since we are a 501c3 corporation and with that in mind, put a list of what you would like from Microsoft and Intuit. I did notice that a large number of the listings were "upgrades" which means you need to own previous versions of what you would like. We'll review more of that at our February meeting.

Next month Terry Frazier will conduct the meeting as yours truly will be in Australia touring Eastern and Southern parts. One of my goals is to visit Rotec Aircraft Engines, the company that makes small 7 and 9 cylinder radial engines. If you haven't seen them before, they are a work of machining art. Check them out on the web at <http://www.rotecradialengines.com/>

Roger Hansen
President, EAA 1300

EAA Chapter 1300 Meeting Minutes January 13, 2010

Called to order by Roger Hansen at 7:33 PM

Guests:

New Member John Bastian RV-9A finishing up fuselage
New Member Rich Ginocci RV-7A ready for FAA signoff –here at HND
Hugh Mattern rejoining former member has Lancair 320 for sale
Dick McEwen rejoining former member RV-7A with Eggenfelner at BVU
Mark Richards rejoining former member Bearhawk project at home

Meeting Programs:

Tonight - Visit to Andy Johnson's RV-12 project in his garage
February - Doug Campbell – talking about ballooning

Announcements:

Thanks to Darlene Trost for making the welcome basket for the Rutans
Roger told story about Dick forgetting his computer bag in Roger's truck

Randy Holland reminded people that paper pilot license expires in March 2010

Treasurer's report – by Brian Prinzavalli:

Begin Balance	\$2693.08
Income (50-50, dues, and Christmas Party)	\$1352.12
Expenses (Christmas Party)	\$1253.37
End Balance	\$2791.83

Secretary's Report:

Minutes from Dec approved motion by Robert Jones seconded by Ralph Millard-passed

Old Business:

From November meeting

Tools:

Scales \$995 4 scales 1500 lb each

For new builds, reweighs, etc

Moved to table till Feb – motion by Robert Jones, second by Brian Prinzavalli

Chapter Leadership Academy – Bob Rogers is our volunteer to go – looking at March 26-28th class

New Business:

Dues – due now – do it online with Paypal or send a check in to the box here at HND

Talked about BOD meeting on January 4th

Talked about ideas for events and fundraising

Kathleen Jones – taking the lead in this area

Fundraising – collecting ink cartridges from home, work, etc

.25 to \$4 per cartridge to raise money – going to get them from Best Buy also

Laser toner cartridges

Kathleen will continue to collect them – bring them in to the meetings

Roger working on an application to allow the membership to buy low cost software as a nonprofit through Techsoup

EAA Awards:

Randy Holland - Webmaster

Brian Prinzavalli - Treasurer

Seb Trost– Tech Counselor

Seb Trost- Secretary

Mike Smith – Young Eagles

Ralph Millard – Young Eagles

Terry – Vice President

Roger - President

Talked about membership list Seb requested from EAA National

Talked about sending out postcards and maybe incentive to join

Glenn Carlson volunteered a lake landing

Mike Smith volunteered an aerobatic/formation ride

To be discussed informally at breakfast Saturday

50/50 Drawing:

Roger Hansen won \$51

Meeting was adjourned at 8:09PM

Submitted by Seb Trost, Secretary

Webpage Material:

Everyone is encouraged to submit material, information, or pictures of interest for publication on the Chapter's Webpage. Send whatever you have to Randy Holland, webmaster (randy@randyandrachael.com). The chapter webpage URL is <http://www.eaa1300.org>. Be sure to update any bookmarks.

Notes from the Newsletter Editor:

I'm going to try to add some more content to our newsletter from EAA National, other newsletters, or the Web as I find it. Please let me know how you like what I put in, or give me suggestions for what you like to see. Thanks!

Seb Trost

Bob Miller's "Over the Airwaves"

Perhaps you've heard of or subscribe to Bob Miller's "Over The Airwaves" newsletter on flight training. I have found it to be a great discussion on flight training and how we can improve our less-than-stellar accident rate in general aviation with modern techniques in flight instruction. See what you think....

<http://OverTheAirwaves.com>

Risk Management

Select and Use Conventional and Unconventional Personal Minimums

From the FAAS Team News <http://www.faasteam.com/hottopics.aspx?id=64>

The use of a Personal Minimums Checklist is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the time now to develop your own Personal Minimums.

First, print a copy of the FAA's Accident Prevention Brochure P-8740-56, called "Personal Minimums Checklist." Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors.

In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel.

In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the internal or external pressures you may experience to complete a flight.

The FAASTeam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at www.maxtrescott.com and www.g1000book.com or e-mail him at info@sjflight.com.