



# 45° North



Gaylord, MI

EAA Chapter 1095—[www.eaa1095.org](http://www.eaa1095.org)

November 2007

## President's Corner

by Vic Briley

Hello fellow flyers:

"Do not follow where the path may lead. Go, instead, where there is no path and leave a trail." -- Ralph Waldo Emerson

This quote that I have seen many times before describes one of the attributes of a true leader. Anyone can follow a path, but a good leader has the vision to see how to make things better and the determination to try something different in spite of criticism from others and the enthusiasm to get up and go when it would feel so much better to lie down and relax. I bring this subject up because it has been two years since our last election of officers and directors. Our bylaws mandate an election every two years. We have many leaders in our chapter with much talent. It is up to our membership to vote for the leaders that will take us in the direction that we wish to go. We have seen many changes in the chapter in the last two years and I hope that things will continue to improve. No single individual can take the credit for the accomplishments we have made over the last two years. Everyone that flipped a burger, organized an event, pounded a nail, swept the floor, etc. contributed to our success. My hat is off to you! Give some thought to who you would like to lead you into the wild blue yonder for the next two years. Elections will be held this month at our regular meeting.

The date has been set for Gaylord Air Fair 2008 (June 21<sup>st</sup> & 22<sup>nd</sup>). We will fly Young Eagles on Sunday the 22<sup>nd</sup> like we did last June. I have put in a request that we be given the concessions again and the committee has requested that we provide a display of an aircraft building or restoration project during the air fair. I would like to encourage anyone that

## Christmas Party

by Phil Curtiss

The Christmas Party will be held on December 13 at the Eagles Club. Joe Hartley has made arrangements for us to use the facility.

The festivities start at 6:00pm. If you care to you may bring your own Christmas libations as setups will be available. The Club cannot sell alcohol to non-members; so BYOB.

Dinner will start at 6:30. Dinner will feature ham, beef, baked chicken and fish along with mashed potatoes and vegetables. A salad bar and desert will be available.

Our current cash position prohibits the usual door prizes this year. Instead you and your spouse should bring a \$10, or less, gift. Men should bring a male gift and women a female gift. Later in the evening we will draw for gifts.

Joe needs a count of those planning on attending by the November meeting. The meal charge will be \$15 including tip. You may pay Joe at the door.

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## President's Corner — continued

has a project (in progress or completed) to display it during the air fair.

Maynard Zimmerman (a retired building inspector) is our newest member as of last month. Many of you have gotten to know Maynard as he was with us during our roofing project. Welcome aboard, Maynard!

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**Next Meeting Nov. 14, 2007**

**In Airport Terminal  
Board at 6:30pm  
Chapter at 7:00pm**

# 45° North, Chapter 1095 Newsletter

[www.eaa1095.org](http://www.eaa1095.org)

45° North, Chapter 1095 Newsletter  
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45° North is being sent by both the U.S. Post Office and by email. Those of you that agreed to the email version will not receive a paper copy. You will be sent an email telling you where to find the newsletter.

## Chapter 1095 Officers

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## Mailing Address

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Gaylord, MI 49734-2223

## Coming Events

- Nov 14** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Dec 13** Christmas Party (No Regular Meeting)
- Jan 8** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Feb 13** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Mar 12** Board Meeting at 6:30pm at the Airport. Regular meeting follows.



# Cold Weather Inflight Hazards and Tips

By Dave VanDenburg

EAA Chapter 439 ([www.eaa439.org](http://www.eaa439.org))

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked

cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few pre-

## President's Corner — continued

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Tom & Jan Kellogg's Halloween party was a huge success; good food, good company and some really good home-brew. Tom has really come a long way on his Challenger project. I expect to see it in the air this summer. I'm in line for a ride when he gets his test flight hours flown off.

Next month is our Christmas party at the Eagles hall. Check out this newsletter for details and make sure you RSVP by this month's meeting night.

Keep the blue side up!  
Vic Briley



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