

# EAA 863 FLY PAPER



September 2020

LEBANON EAA 863



## UPCOMING EVENTS for EAA863

No Monthly Meeting

September 19th Fall Classic Fly In

Volunteers Needed

### 2020 EAA 863 Board

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Young Eagle: Janet Piper

Scholarship: Trisha Yates

Membership: Doug Eshelman

Ramp Operations: Gary Farmer

Programs: Myron Lasater

Facilities Manager: Robert Pesak

Safety Officer: Mike Russell

Events Manager: Brian Thompson

### FROM YOUR NEWSLETTER EDITOR

Notice no monthly meeting because this is the month of our annual Fall Classic Fly In. I look forward to seeing many of your smiling faces there on September 19th. Please call Brian or Toby if you would like to volunteer to help out.

If you would like to be featured in the newsletter please send me your short bio with some pictures. We all like to read about each other and get to know each other better. We all love aviation and the airplanes but our EAA friendships with each other are priceless.

[dbaugh3451@comcast.net](mailto:dbaugh3451@comcast.net)

I am still in need of your photos, thoughts, ideas and stories to report and send out in the future. I need your support, input, and help.

Hope to see you all at the Fall Classic Fly In  
On Saturday September 19th

Deborah Baugh





## From the Backseat By Gary Piper

**Our Fall Classic Fly In is still on track for this month on Saturday September 19th. Toby McCrary and Brian Thompson are co-chairing this event. We will announce a planning meeting and we are looking for members to attend that meeting and help pull off a fun and exciting fly-in. The date is September 19th. We will setup on the grass runway late on Friday afternoon on the 18th. Be on the lookout for more information. See Fly In details on flyer on page 3.**

**If you still need a name tag, please email me so I can get you on the list.**

**Our October meeting is on the 8th. We will share a meal at 6:00ish and the presentation will start around 7:00. Our scheduled very special guest is Nathan Dungan who will be presenting a Black-hawks helicopter experience. I will add more info as time gets closer.**

**We have a 5th Saturday breakfast scheduled for October 31st. Since this is Halloween, We encourage everyone to come in your Halloween costume, mask and all. (especially children)**

**November meeting is our Great Chili Cook-off.**

**Our annual Christmas party is Friday, December 4th. We will have it catered this year And the cost will be \$20 per person. More details to follow.**

**Next year, we are trying to get the EAA B-25 to come as we have for the B-17 and Ford Tri-Motor. More details to follow.**

**Please share any ideas you have for fly outs or events with your Board of Directors.**

**There is a growing youth group in our chapter headed by Janet Piper and Sam Ludwikowski. Some of these kids have not yet flown in a chapter plane, or in any plane for that matter. Please be willing to take these kids up. Let Janet or Sam know of your willingness.**

**And finally, I just want to acknowledge you as a member and what you bring to our chapter. We have a very active EAA chapter with one of the highest memberships. It is because of you and your generosity that make us the chapter we are.**

**I'll see you at the Airport.**

**Gary Piper**

**From the back seat of NC33453, I'll see you at the airport.**

# FALL CLASSIC FLY-IN

SATURDAY SEPTEMBER 19, 2020  
LEBANON MUNICIPAL AIRPORT  
TN (M54) 10:00A.M.-4:00P.M.



Come Hungry!  
Hotdogs, Chips

Hamburgers,  
and Soft Drinks

Enjoy A fun Filled Day of Aviation Fellowship  
Award certificates given for various categories  
Hosted by Experimental Aircraft 863 Lebanon, TN

For More Information contact:  
Toby McCrary (615) 423-9597 or  
[piperj3cub@icloud.com](mailto:piperj3cub@icloud.com) or  
Facebook-EAA 863 or  
[Web-aaa863.com](http://Web-aaa863.com)



## MEMBER SPOTLIGHT DAVID LUDWIKOWSKI



David Ludwikowski holds his BA in Broadcast/Film and worked in Television Broadcasting for eleven years as a Producer/Director of live news, sports, and special events. He eventually served as Director of Programming and Promotion at an ABC local affiliate in Georgia. After working at Westinghouse Electric Company Department of Energy facility in South Carolina as a Producer/Director for five years, David joined Cracker Barrel Old Country Store to design, build, and manage the video production process and facilities located in their Lebanon, Tennessee Corporate Headquarters. In the twenty five years David has been with the company he has produced over twelve hundred training, internal communication, live events, and social media videos for Cracker Barrel. Also, David was recently selected to serve as a Cracker Barrel Old Country Store PAC Trustee.

In David's personal life, he is a past Boy Scout leader in Troop 643 of Lebanon, Tennessee, holds a private pilot license and owner of N6124T, a Cessna 182rg based at M54. He also works for the National Football League for over fifteen seasons as an Instant Replay Technician assigned to all Tennessee Titan and College Football games played at Nissan Stadium in Nashville, Tennessee. That's right . . . David gets paid to watch football on Sundays. Lucky man! David served seven years as Admin Officer for the Murfreesboro Tennessee USAF Civil Air Patrol Squadron.

David and his wife, Cindy, have been married thirty five years and have raised three children in Lebanon. Their two daughters graduated from MTSU and the University of Memphis Law School, respectively, while their son, an Eagle Scout, is a Senior at MTSU in their Aerospace Education/ Pro Pilot program, a Lineman at DFS and a CFI at Class Bravo both located at M54.

David started flying in 2000 and son Sam since he was ten years old. Both also serve on the Board of Directors of the Sattler Aerospace Education Foundation. Both are also active in our local EAA chapter and our Young Eagle Program.

# “ SHUT IT DOWN”

By David Ludwikowski

Several nights ago, after refueling our Cessna 182rg locally, Sam and I started up and held near the fuel farm on the ramp for an incoming aircraft on final (there were no taxiways there)

About two hundred feet to our left, we noticed someone opening the ramp walk thru gate, close the gate, with “smart” phone in hand illuminating their face. ‘We have someone walking over there’ Sam said. I noticed.. then I shifted my attention to the lights in the sky of the approaching aircraft now on short final as Sam completed our checklist and reviewed IFR procedures for our return to M54.

It was well after sunset, all our external lights were on and our loud engine was turning at idle on this warm Tennessee summer evening. The human traffic was clearly headed in our direction now, still deeply hypnotized by the “stupid” phone in their hand as they were now fifty feet away.

Sam said “do they not see us here Dad”? Our casual attention had transformed to a higher level of concern as the walking zombie was twenty-five feet away, head still held downward and closing fast, directly towards us. We were almost frozen with ot believing our eyes...”surely they will stop now “ I said.

Nope! “I can’t believe this” I said. Sam said “what the?” “SHUT HER DOWN’ I SHOUTED! Sam’s hand was already on the mixture control and the engine began spooling down as he pulled the control out before I got all those words out of my mouth.

We were in total disbelief as the teenage girl walked just two feet in front of our now stopped prop to my window (co-pilot side). Now looking up for the first time, she says “Oh, you’re not the plane I’m waiting for, sorry”. I said, with my heart securely stuck in my throat, “No I think that plane just about to land is yours”. “But listen, you almost killed yourself by walking into our turning prop!” “Oh, I’ve had a hard day. I’m a little distracted” she said. “Well, a word of advice, never walk near or in front of a plane, especially when the motor is running”!

We also had some words for the landing aircraft as we didn’t want the teenage to do it again. Sam radioed the arriving plane which was now taxing to the ramp “please be aware your friend waiting for you apparently has no safety awareness concerning aircraft as we had to perform an emergency engine shutdown when she almost walked into our prop!” After a long pause, the other plane thanked us for making them aware.

I think Sam and I reacted well to the situation. The flight home was a little more quiet than normal for us however. I think we both were recovering from the thought of what COULD have happened. Our take away is even the most stupid and seemingly impossible human behaviors can and do happen while we enjoy this aviation thing. Be safe out there and always be aware of your surroundings.

# the 360



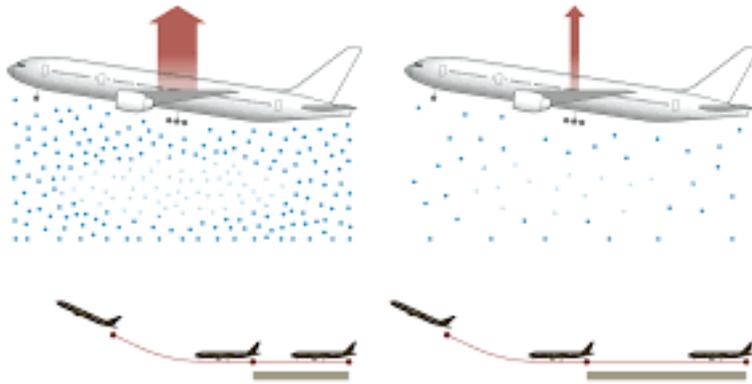
## En-COMPASS-ing General Aviation Safety

NL #6, August, 2020

### The H's of Sumer Flying

I was flying for a charter company and had taken three passengers over to Hot Spring, VA one August morning in a Beechcraft Baron. As we were returning to White Plains, NY (KHPN) that afternoon I rotated at 102 kts which is 4 kts above the VMC airspeed (a/s). Ingalls Field (KHSP) has an altitude of 3,792 ft. MSL and the runway measures 5,600 ft. long.

On takeoff roll the a/c seemed somewhat slow to accelerate but I continued. After liftoff I held my airspeed and climbed out just over the approach lights. That's when the lightbulb went ON, for me...I'm too heavy! I was caught by the Ho-Hums of summer flying:



- HIGH ALTITUDE
- HOT OUTSIDE AIR TEMP
- HUMIDITY

The rest of the flight went very well and none of the passengers noticed what had happened. BUT I DID, and as I was clearing those approach lights the only thing I could think of is that "I owe my passengers more of a safety factor" in t



The future. From that experience I LEARNED...in a hurry! Let's look at this and discuss what was happening.

### The Three H's:

High Altitude: what was the airport altitude? And what was my Pressure Altitude and Density Altitude?

- Airport was 3,792'. If I had determined the PA by setting the altimeter to 29.92"hg, I would have seen the pressure altitude, which would have been higher than the airport's elevation. This should have been my first clue.

- Then correct the PA for a non-standard temperature, which was higher than the standard temp, to determine the Density Altitude.

Hot: It was definitely warm out and sitting in the terminal in the air-conditioning was also a good clue. Increased OAT decreases the air density. And again I would have now understood what to expect on takeoff and climb!

Humidity: The amount of water vapor in the air. Water vapor is lighter than air, consequently moist air is lighter than dry air. How do we determine this humidity? Look at the air temp and dew point, the higher the DP (is over about 70 degrees F) it also becomes a factor. Use the PA and then the DA Chart (Pilots Handbook of Aeronautical Knowledge, P 11-3, 11-5).

These three factors lead to a large decrease in a/c performance. The engines are not developing full thrust, the propeller(s) are not as efficient, and the airfoils are not providing as much lift. This all can lead to a bad day. My will-ism "Don't do what I did, think about your surroundings and plan ahead." Man, was I lucky!

Fly safe and plan ahead, file a flight plan.....Will

## August Chapter Meeting

EAA's 863's August Chapter meeting focused on safety and alertness. Member Gary Soloway organized a panel of pilots, also Chapter Members, to share their experiences when dealing with less than ideal circumstances.

Russ Stiles discussed "Bingo" fuel, or the point you need to use reserve fuel while flying a CH-53 helicopter. Russ was able to eventually link up with a C130 refueler that he had called for earlier despite not knowing where the refueler was since he was below the cloud layer.



EAA863 Member Russ Stiles



Mike McGrew shared how he "analyzed the situation, made a plan and executed that plan" when he lost an engine descending from 6k through 3k feet over Memphis, TN. Mike was able to land safely on a road.

EAA863 Member Mike McGrew

Finally, Michael Kennedy shared how he handled a loss of an engine, and visibility when the oil from the engine coated his cockpit windows while flying at an air show. Michael did land safely despite not being able to see and despite the loss of his engine.



EAA863 Member Michael Kennedy

Well done guys! Many takeaways from this meeting.