



Twin State Flyers

Newsletter

September 2010

EAA Chapter 740

PO Box 5530, West Lebanon, NH 03784

Next Meeting:
October 12th - 7PM

Program(s):

***** Election of Officers for 2011 *****

followed by

***** Paul Austin from DHART *****

Items of Interest

- **2011 EAA Calendars**

The 2011 EAA calendars are available for order. Please see Dan Truesdell if you're interested in getting one. They're on the website as \$12.99. If we order as a group (more than 10), they're \$8.95. You can check out the pictures [here](#).

- **Chapter Logo Shirts**

The chapter logo shirts are in. Steve Christy will have them at the October meeting.

- **Holiday Dinner Venue**

Believe it or not, it's time to start thinking about our annual holiday dinner. A number of members have expressed an interest in returning to Murphy's on the Green. If the group collectively agrees to return to Murphy's, Dan will contact them about reserving the back room. Otherwise we can discuss alternatives at the next meeting.

Upcoming Events

Date	Event	Location
10/09/10	Vintage & Taildragger Fly-In and Safety Seminar	East Windsor, CT
10/10/10	Columbus Day Cookout	Marlborough, MA
10/12/10	EAA Chapter 740 Annual Meeting	Lebanon, NH
10/21/10	FAA Safety Seminar	Limington, ME
Nov 1-2, 2010	FAA New England Region 2010 Airports Conference	Waltham, MA

Meeting Minutes from September Meeting

The September meeting was the last of our “summer” BBQs. Fairly good turnout with the usual assortment of great side dishes. The weather was cooperating (albeit a bit chilly at the end), but it was a fitting ending for our summer get-together. The president reminded everyone that our October meeting is our annual meeting where we have election of officers. A nominating committee was formed to identify some potential victims, er volunteers. The roster of prospective candidates will be presented at the October meeting.

Risk Management

Select and Use Conventional and Unconventional Personal Minimums

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.

(From the FAA Team News <http://www.faasafety.gov/hottopics.aspx?id=63>)

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EAA Chapter 740



2010 Officers and Directors

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