

Travis' Blog: Archived Files, 09/2009 to 03/2010

03/04/10

How It All Began...

While visiting with many of the folks at a fly-in we recently attended, I had the opportunity to talk to one of those whirly-bird pilots. He has logged about 20,000 hours in helicopters. I had to throw in a few comments about ...way back when... my gyrocopter days. Back in the 1970's we were building Benson Gyro's with a number of "forward thinking" ideas. ...Oh those were special days!

Later, I had to chuckle to myself about how my interest in flying began. I was 5 years old when the first "spark" was felt. I had no family members that flew, watched very little TV, and really wasn't exposed to flying as a child. I grew up on Mobile Bay, so I certainly understood the power that was harnessed in the wind and even as a small child also knew about its effect on certain objects. My Grandfather (Mama's side) was a preacher. He was a tall baldheaded man (go figure...) that had "presence" when he entered a room. He commonly wore a black hat, black coat...and frequently carried one of his prize possessions... a large black umbrella with a wood, cane bent, handle. This thing was huge! I remember asking Mama why it was so much bigger than hers. She replied that it was a "gentleman's umbrella." Like Mama, Granddaddy must have been part goat...doesn't like to get wet (as in rain on or splashed). Following a visit to the "Bay Front" by Granddaddy...I discovered that he had forgotten his umbrella! It sat in the corner quietly...until my curiosity got the best of me!



Things are fairly predictable at this point. I took it out into the back yard, released the strap and slowly opened this massive umbrella. "This would certainly keep Granddaddy dry!" I remember walking around the yard trying different positions for holding the umbrella. As I moved around towards the side of the house, the always present Mobile Bay's southeast breeze grabbed the umbrella and tugged at it. I also realized that it pulled against me as I ran into the wind. Within minutes I found myself jumping off the back steps...holding the umbrella tightly. I could feel it holding me back and letting me down slowly and gently. In the great scale of things...this was in 1961; Three years before Mary Poppin's would descend from the sky holding her umbrella! This thing was amazing. After experimenting with Granddaddy's parachute...sorry...umbrella, I got much bolder and was able to get Daddy's old 6' wooden step-ladder turned around so I could climb up from the steps of the ladder (and not hit the pump-house!). I tried the second step (about the same height as the porch steps), third step, fourth step... After a few tries, I found myself standing on TOP on the step ladder. I jumped

several times from there and was “slowly” allowed to drift back down while being held up by Granddaddy’s gentleman’s umbrella. It truly did slow my descent and being as skinny as I was...made for some upright landings!

The airplanes we fly have something called a VNE (velocity never exceed)...it’s that magic number where bad things happen and stuff starts breaking. Well, Granddaddy’s umbrella also had a VNE...which I apparently exceeded! On my “last” jump, from the top of the stepladder (and by this time I was jumping up and out!), there was a loud “ka-whop...” snapping sound. The umbrella had inverted! I crashed hard. I started screaming for Mama. She appeared within seconds...making sure I was ok...nothing broken! I only had the wind knocked out of me.

That little stunt cost me three whippins' (and yes...whippins are worse than a spank')! Once Mama was assured I was OK...and following my complete confession...it was time for, yet another, visit with Mama’s stash of Crepe Myrtle switches (for our younger readers...this type of switch does not turn on a light)! When Daddy got home, and after Walter Cronkite signed off from the 6:00 news (the next time you see me, ask me about my relationship with ol’ Walter), it was time for, yet another, visit with Daddy’s belt! Before it was all over with, and a few days later, even Granddaddy had the opportunity to light up some of “that boy’s” backside! Man...flying really is dangerous...painful too!

However, through it all...I never forgot that feeling of being suspended in the air...flying like a bird. You know the feeling...it happens every time you land! Seconds before you touch down...you pull back on the controls to suspend your descent causing you to feel a little more pressure in your seat (NOT the same pressure my seat felt...!)...and suddenly, yet slowly... you touch down for, yet another, successful flight.

While this event was nothing but a child playing with an umbrella ...it stirred an interest in me that is still present, alive and well. I love flying. It doesn’t matter how big, how small, how fast or slow, how complex or simple...the tingling I get as I command my flying machine... feeling it pull gently against my hands and my body...and then quickly obeying my wishes is awe inspiring and stirs my soul. For me...with every flight, there is still this skinny little five year old boy that is enjoying, yet another...flight on Granddaddy’s Gentleman’s Umbrella.

01/14/10

Checklist...Who Needs One?

I was reading an article recently that was addressing the first known checklist for an airplane. On October 30, 1935, at Wright Air Field in Dayton, Ohio is where this story begins. It involved a Boeing Model 299...which later became known as the B-17.

“...A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB , Ogden , UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany. " END

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Most folks that fly the same plane and fly regularly obviously never/seldom use a printed checklist for take-off and landing. I have never used one in the Vixen...because there's really not that much to consider. However, (now this is where we have to be honest and air our dirty laundry)...I have discovered a number of things after take-off that made me say to myself..."how'd that happen?" A few examples: Only running on one mag, mixture not properly set, fuel valve(s) not set properly for take-off, elevator trim not set, flaperons in wrong position, wrong radio frequency, transponder on stand-by, restraint belts not tight...etc...etc... While all of these things have occurred (fortunately not all at once!) at one time or another, they all have the potential to cause major problems.

Several years ago, Kathy and I had the pleasure of flying with Danny and Janet Miller (Shade tree Airport) in their beautiful V-tail Bonanza, to a fly-in in McComb, MS. Danny knows his Bonanza inside

and out...everything. Prior to taking the active I heard Danny talking to himself, out-loud! He was reciting "his" take-off checklist. With every item, he placed his hand on the knob, valve, control, instrument, radio, etc as if to confirm everything was in order...prior to lighting the fire in that big Continental for take-off. I thought...Hummmm? We had a great flight (much faster than we're used to traveling...much smoother too!) and as we approached the airport/pattern Danny started this same routine...talking out-loud to himself, reviewing "his checklist" and making the necessary adjustments for landing. If I remember correctly, he repeated several items after turning final.

If imitation is the sincerest form of flattery, then Danny should be flattered. I learned something new that day...and although I never said thank you to Danny... what I learned that Saturday has stuck with me ever since. I now talk myself through "my" take-off and landing checklists. Since my Vixen had no such checklist, I created my own. If you take the time to write down (or use your aircrafts written checklists) everything you should check you may find there are things you frequently miss!

For me it goes like this and sort of works from left to right: Belts tight (I want to be very secure for take-off and landing), doors locked, mag check, confirm auto-pilot on (also is my DG), strobes on, artificial horizon, altimeter (analog & digital), confirm radio frequency, transponder on/alt (correct squawk code), oil temp/pressure, fuel pressure, CHT above minimum, volts/amps, fuel valve (main & wing tanks), elevator trim, flaperons set, mixture set. Now I'm ready for departure! Just like Danny, as I call out each item I don't just look at it, I touch it. I no longer multitask...such as mag check with my left hand while my right hand was busy with other things (I think that may have been the cause of not returning the mag switch back to both prior to take-off).

It is so easy to get distracted or get in a hurry. I'm sure every pilot has felt the pressure at one time or another! Do not allow yourself to get caught in that trap! Every time I squeeze that black knob towards the firewall (throttle) I have made a commitment to myself and my passenger that the Vixen is truly configured the way it should be and is safe for departure. Like I always say...There is only one option with flying...taking-off! ...landing is never an option! ...you ARE coming back down!

Remember...you are the PIC (Pilot in Command). So the decision to use a written or rote (memorized) checklist is up to you. If you're not using a written checklist, it "may" be to your advantage to memorize exactly what you need to check, say it out loud and do it the EXACT same way every time! It truly is easy to miss simple things that can have a catastrophic outcome! Checklist...who needs one? ...ME!

01/06/10

2009 Reflections...and Flying the Friendly...and Unfriendly Skies

2009 has come to a screeching stop and 2010 has started with a big freeze. Cold temps have really set into our area of the Gulf Coast! Our Vixen is down for some upgrades and prettying up. We hope to have her up and ready for the 2010 flying season in a couple of weeks.

I wanted to reflect on our 2009 flying season so I will start with some basic math... Kathy and I logged a total of 167 hours in the Vixen. I got an additional 14 hours flying solo or with another passenger. For a total of 181 hours logged (15 were night VFR)! Based on flight hours and average cruise speed, the Vixen flew over 20,800 miles. Of this we landed at 69 different airports. To see a map showing everywhere we landed; click ["Travis & Kathy's Landing Map for 2009."](#) Total number of take-offs and

landings were 1154 (577 of each)! ...that also explains why we have a new set of tires ready to install! We burned a total of 941 gallons of 100LL (airplane fuel) and used 30 quarts of Aeroshell oil. We also attended a total of 19 scheduled flying events! ...Yep...it was a busy year!

I am planning something that I hope will become an annual event. It will be called the LASBR (Lower Alabama Snowball Rally). This event will involve food (if your airport would like to sponsor this please let me know). Whatever the date and whatever the temperature, it shall be declared as the coldest day of the year. Attendees will fly to a specified location, despite the bone chilling temperatures and enjoy food and fellowship. More info a little later on this one... :)

Flying the friendly skies certainly makes for wonderful memories and exciting conversations. During our 2009 flights, we had the opportunity to meet and make new friends and also visit with many old friends. It is always such a pleasure to spend time with people that enjoy and share the same interests. The term sharing a common bond...comes to mind. Oh yes...reliving those stories around the dinner table or casually lounging in a half broken down chair at an airport and listening to the exciting details of a special flight have to be the essence of all we do! I know that between some of our regular flying friends...we have relived the same stories over and over...and the strange thing is...I still get the same warm and fuzzy feeling all over again!

Being a person with a PR background, I am always intrigued (and pleased) how some folks make you feel welcome when you arrive at their airport. They come out, introduce themselves, admire your airplane (whether it's a \$200,000 beauty or a \$5,000 ultralight) and make you feel at home. I don't care who you are or where you go, a warm greeting, a smile and a confirmation of..."we're glad you are here..." sets feelings into motion that no other can match. I recall one event we went to during 2009 that set the standards for Flying the Friendly Skies! ...and then...there is the other...

It was a very casual affair at a grass strip, strangers to us, didn't know anyone there other than an email contact (we heard about this event on something called the eNOTAM :). We had flown over 200 miles to attend this fly-in. We called our position at 10, 5 & 3 miles out on their CTAF. There was a lot of traffic around the airport and the CTAF was active! After landing we were directed to our parking spot for the day by two folks that waved and smiled at us as we made the necessary turns to get the Vixen into place. After we shut down and grabbed a quick obligatory kiss :) in celebration of another successful flight, we were met by four locals walking towards us. As we exited the Vixen they extended their hands in friendship, introduced themselves and expressed how glad they were that we were at the ----- Fly-in! One lady offered us directions to the restroom and told us where we needed to register. After exiting the restrooms, we were noticed by another group and they also introduced themselves and made us welcome. There was always someone close by and we were continuously introduced to all the locals and visitors. We observed this same level of courtesy extended to everyone that arrived. When it was time to eat, the tables filled up fast. We found two seats (not side by side) and prepared to sit. Suddenly, two gentlemen stood up and offered their seats so we could sit together. The food and the company were GREAT. Everyone there enjoyed themselves. There was such a peaceful and fun feeling around this place that we didn't want to leave. Let me tell you, these folks know how to do it right and make you feel special. We were grinning from ear to ear when we started our take off roll (as the locals waved bye-bye to us). From our observation, they extended this level of courtesy to everyone that was there...truly amazing! Will we be back next year...YEP!

On the other side of the coin are the folks that Fly the Unfriendly Skies... I am painfully reminded of an event we attended...again we were strangers, responding to an open invitation that included the words at the top..."Please Join Us For a Day of Fun..." After landing and securing the plane, we walked around several small groups of people (none of which acknowledged us...or any of the other visitors that flew in) and up to the tent that was the center of the event. The person at the table said..."here, fill this out." Her next comment was... "\$20." During this there were at least 6 locals (identified by their shirts) that walked up

behind the table. They talked to each other...but not the first one took the time to acknowledge us and extend a hand of friendship and welcome. While in the food line, the only conversations were ones that Kathy and I initiated. We truly felt like strangers in a strange land. I sought out the President of the club to introduce myself and Kathy. When I inquired if he was -----, He turned quickly and said..."What do you need?" He held a soda in his right hand and when I extended my hand in an attempt to be cordial...he just sort of raised his drink and said "hi." He then turned back to his "clique" and started talking to his "local" friends. After eating (sad part was...the food was really good!) we just walked to the plane and left.

Will the eNOTAM support and advertise their fly-in again...certainly! That is why I created the eNOTAM Information Portal. Will I personally attend their next event and put our hard-earned money in their coffers...NO. Will I talk bad about these folks by name and airport...NO.

I have written this in hopes that it will bring some awareness to how cliquish some folks/airports/events are. We are all doing this to have fun and share in this wonderful sport. Everyone should make an attempt to make visitors feel welcome when they visit your airport or attend your event. Shake their hand, introduce yourself and your friends; Make them feel like their attendance is appreciated. After all...they spent their own hard-earned money to fly there and used their precious time just to have some fun and share in the joy of grass-roots aviation. Please don't take these folks for granted! It is absolutely people like Kathy and me, and many...many others that help to keep these events alive by attending and throwing our money into your donation bucket. Please don't take our attendance for granted!

Oh...one last thought... If your feelings are hurt or you feel like your precious little toes have been stepped on by my comments...then maybe you should reconsider how your actions.....well, you get the picture!

We are blessed to be able to enjoy this wonderful sport and are thankful for our time together...on the ground and in the air! Please join us in helping to make 2010 the best year yet for grass-roots aviation. We fly for fun, food and fellowship. We need to all work together to ensure each of us is having a good time.

On behalf of the eNOTAM and that very special person that makes my life complete, Kathy, we extend to you the best of this New Year. May we all be blessed and continue to pray for safety in our travels!

1/30/09

Our Fuel & Alternator Problems

The follow-up to my previous Blog is a quick recap of what I had to do to correct the fuel and electrical problems on our High Valley Resort Flight in October...

I replaced all the fuel line from both wing tanks to the header tank. In the process, I ran these lines more direct and removed any "dependent" type of loop or hump...so that everything ran downhill. To ensure this downhill flow, I had to cut each wings root rib (the one closest to the fuselage)...just a notch...so the fuel line exiting the tanks didn't have to go uphill...before flowing downhill (another dependent hump!). All these places can trap air and cause flow problems. I also lowered my first stage filters so they are now about 15" below the tanks. They were originally about 6' below the tanks. Hopefully this will provide a little more head pressure on the filter element.

Each wing tanks finger strainers were removed. I had to cut the nipples off each fitting to be able to unscrew the finger strainers. When the plane was built, no provisions were made for access to the

strainers. Trying to unscrew the 90 degree fitting was impossible because the nipple would not clear the fabric! (tank, finger strainer, 90 degree fitting (with nipple on one end) threads into the strainer, fuel line connects to the nipple). The new installation required another portion of the root rib to be cut to clear the new fitting. A 90 degree street elbow was threaded into the strainer and a separate nipple threaded into the street elbow! Geeeee.....

The alternator drive coupling failed on the alternator. This part new from Continental is now \$2000! The original part (new engine from TCM) failed at 271 hours. I replaced that one with a rebuilt unit. 254 hours later...that coupler failed! Also replaced with a rebuilt unit. After contacting TCM regarding the ongoing failures...I was told that the part is designed to fail to protect the engine and they can't say exactly how long each coupling will last! I pulled an FAA failed parts report on the coupling. It was amazing how many of these parts fail! Anyway...The engine has to be pulled in order to remove the alternator...so this is a big job. However...I'm getting good at it!

The problem with my transponder has been corrected. Dan French with Flight Control Services in Milton, FL (Peter Prince Airport) made the necessary repairs in short order. Look for an upcoming full report on my dealings with this company! This is someone you want to know! ...All good stuff!

Cool weather is here! The Thanksgiving weekend flying was fun and we certainly enjoyed the Catfish Fly-out to David's in Monroeville, AL (MVC). We had the opportunity to visit with old friends and to meet someone new, Jim Younce. I feel a Mexican flight to Wiggins, MS coming on! ...let's look at that calendar!

Travis

10/29/09

Things That Go Bump in The Night?

Some things go bump in the night...some things go bump when you're flying. Personally...I prefer the bump in the night! Just a few details about what can happen during an absolutely perfect flight.

On Wednesday, 10/21/09, we departed Nash Airport (south Mobile County) at 1:00 PM to fly direct to GA87 [High Valley Resort](#) in north Georgia. After a full power climb to 9,500' MSL, we leveled off. Mobile Approach was providing VFR flight following. About 25 miles south of Monroeville (MVC) they terminated our service (Houston Center was unable to take the hand-off at that time). The dividing line for Houston Center and Atlanta Center is very close to Monroeville, AL). So we just decided to wait a few minutes and just call Atlanta Center for VFR flight following.

We do frequent system checks while in flight...and I am so blessed to have a co-pilot, Kathy, that understands all of the Vixen's systems very well! In the intercom I heard..."Uhhhhhh,...we are having a fuel flow problem! ...The vent line is empty!" The Vixen has two wing tanks and a 1.5 gallon header tank behind/under the right seat. Each wing tank has a filter in the cockpit and you can observe the fuel flow...or lack thereof. The clear vent line is used for purging any air out of the header tank. As long as you have fuel, it should be visible in this line. When the header tank is less than full...there is no fuel in the vent line...air is now filling the header tank! All fuel valves were on.

I called Atlanta Center and established VFR flight following with them. Some folks don't like to talk to ATC. Personally, and especially when flying alone, I like knowing that help is just a button away! They

know who I am, where I am, etc...etc... At least now if we lost the engine...we were not alone! Kathy and I discussed the possibility of an engine out and an unscheduled landing. She quickly secured a few loose items in the cockpit while we quickly reviewed our emergency (potential off airport) landing procedures....fuel valves off, master off, seat and shoulder belts tight, fire extinguisher check, prayer, etc... At our altitude and position, we could have landed at MVC...but always better safe than sorry!

In the meantime, I throttle back to minimum cruise, leaned the engine to Lean of Peak (trying to reduce the fuel consumption) and then we went back to work on trying to establish fuel flow. The right tank was flowing slowly and the left tank was not flowing at all. After turning tanks on and off, pinching off the vent line to force the engine to, hopefully, pull fuel from the tanks...instead of air through the vent line... our efforts were met with some success and fuel started flowing. The vent line filled with fuel (a good thing) as the air was slowly being purged out of the right filter.

We then throttled back up to max cruise and rested a few minutes. We had fuel flow on the right tank! MVC slowly faded behind us. As we got closer to the next airport we could glide to, we closed the fuel valve on the working tank and performed the same procedure to the left tank. After several minutes, fuel flow was established and the air was purged from the left filter. No other fuel issues occurred on the flight up.

We landed at High Valley with 12 gallons of fuel on board. All in all...a good flight.

Thursday morning we flew around the mountains. No fuel problems. The colors were beautiful. We landed at Blairsville, GA and added about 10 gallons of fuel.

On Sunday we departed High Valley, and started our flight back home to Mobile. About 30 minutes into the flight, Atlanta Center started having problems receiving our transponder. It was intermittent and was also changing its own squawk code by one digit. We reset the transponder several times and were met with limited success...although the problem continued.

Our plan was to fly non-stop. However, after two hours of flying, our fuel calculations showed that we would not have an appropriate fuel/time reserve. We would be a little short. We opted to land at Monroeville, AL and add fuel. Dana Odom, Office Manager for Monroeville Aviation was on duty and helped us with our fueling needs. After fueling and the obligatory bathroom break...we departed for the 45 minute flight home. About 5 minutes after departure, Kathy's calm voice came on the intercom....."Uhhhhhh,...we are having a fuel flow problem again! ...The vent line is empty!" Here we go again! This time the left tank was only partially flowing and the right was not. We employed the same techniques as used previously and fuel flow was established. No problem.

I contacted Houston Center on 127.65 and established VFR flight following to Mobile. As we were talking, I noticed each time I keyed the mike to transmit the Off Flag on the artificial horizon would appear. Kathy did a quick engine instrument review (it's on her side of the panel) and reported that we were at 11.8 volts and showing zero amps. I reset the main alternator and field breakers, just in case. No joy! The engine does not need electrical power to run, so no worries there. However, I did not want to lose the ability to transmit or transponder function while coming into Mobile's airspace. I contacted Houston Center and advised that we were having an electrical problem and had lost all charging capability. Center asked if we wanted to declare an emergency (this is why I like to be in contact with ATC). I responded "negative." I decided to terminate our radar service with Houston Center to further

reduce our electrical usage. We turned off everything except the intercom. Voltage increased to 12.0. This told me that we did not have some type of direct short. "Survey Says... Alternator!"

As we approached Mobile's airspace (about 20 miles out) we turned on the transponder and the comm radio. Voltage dropped to 11.9. We just stayed outside of the Class C & D airspace. About 7 miles northeast, over the Bay, I called my position for Nash Traffic. Mike Rickels in his GT-500 replied. He was also headed to Nash. We landed without incident, gave our thanks for a safe trip and shut everything down!

When we fly (or even drive our car) we never know what surprises await us. Being prepared and understanding your aircrafts systems can make a huge difference when trying to diagnose a problem. If you're in the air...this knowledge is absolutely vital. Why do we practice dead-stick landings, carry tools, and frequently review emergency procedures...because we never know when the unexpected will happen.

Hopefully next week, I can give a full report on the findings regarding our fuel flow issue. We have four things that we will be focusing on! I have made a new contact for our transponder repair. I think this will be someone we will all want to know! A quick look under the cowling revealed that our alternator drive coupling has failed.

For further reading, you can follow the discussion on the Matronic's Forum about the fuel and alternator issue. My original post can be read in the third post from the top (in blue).

<http://forums.matronics.com/viewtopic.php?t=63869&sid=825b05b627abfbf46a86a4049010569e>

This is the link to my old alternator coupling failure. Great pictures at the bottom.

<http://forums.matronics.com/viewtopic.php?p=77593> Another discussion of the same problem, including mine... is at: <http://forums.matronics.com/viewtopic.php?t=63867>

Travis

10/06/09

Jennings Stearman Fly-in

Our October run has started. We kicked off the month by attending the annual Stearman Fly-in in Jennings, LA. The folks from Roy E. Ray Airport had a total of 4 Stearman. All together, there were 18 people from Mobile County present...all in support of the Stearman and our friends from Ray Airport! Everyone had a great time. We enjoyed hanging out with Ben and Dianne and the rest of the group.

Our flight home was uneventful...with the exception of having to land at Shade Tree Airport in Gulfport, MS because of weather between us and Mobile. We had the pleasure of visiting with Danny and Janet Miller (what a great way to kill an hour!). The thunderstorms moved north and gave us a clear path to our home base, Nash International Airport!

We are still planning on flying to Thomasville, GA this coming weekend if the weather will allow. If not, we will try to participate in the first ever, Cruisin' The Coast, Fly-by along the MS Gulf Coast. See the events section for more information. This event is to showcase aviation in conjunction with the Cruisin' The Coast Car Show (the largest in the southeast). Sounds like fun!

Please continue to pass the word along to your flying friends about the eNOTAM. We grow by word of mouth! Don't forget to post a comment or two in the eNOTAM Guest Book. Thanks again...Fly safe!

09/20/09

Our Schedule

Since flying is what "we" are all about...I wanted to post our tentative flying schedule for some of the upcoming flying events. So far...September has been a wash because of all the rain, plus my condition inspection is due this month.

However, October will hopefully be better flying weather...for all of us!

Our October Schedule:

Sept 30 – Oct 5, Stearman Fly-in in Jennings LA. We will either depart Mobile Thursday afternoon or EARLY on Friday morning.

Oct 9-11, Thomasville, GA Fly-in (about 45 miles north of Tallahassee, FL). Departure scheduled for Saturday morning. We plan to camp on-site. Never been to this one.

Oct 17, Shane Smith Memorial, Octoberlight in Lucedale, MS (South MS. Light Aircraft). Plan to arrive around 10:30. If the weather is nice...we may fly to Monroeville that same afternoon for catfish at David's Catfish House.

Oct 22-25, High Valley Resort. This is the place we go to several times a year. Great place, 2,000' grass runway at 2,800' MSL. We have a cabin reserved and it is now filled. However, there may be another cabin available and camping is always available with no reservation needed. Let me know if you want more info, or check www.enotam.net for all the details. Departure is planned for late Wednesday afternoon (21st) with overnight at Alexander City, AL (there's a restaurant there that we enjoy...serves blackened catfish). Depart ALX early and fly direct to High Valley Resort.

Oct 31, Southern Heritage Fly-in. This is in Vicksburg, MS/Tallula, LA. The airport serves both towns. Never been to this one so we're looking forward to another new adventure.

OK...so what are YOUR flying plans? If you don't have any...please feel free to join us!

Travis :)

END.....