



Chapter 1298
Hernando County, Fl.

The Hernando Flyer

November 5th, 2008

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The Chapter meetings are held on the first Wednesday of the month. All meetings are open to anyone with an interest in building, restoring, and flying airplanes. The normal monthly meeting will be held at the Chapter's hanger which is the old Aerotel hanger located on the south side of the American Aviation hangers. Meetings start at 7:00 PM. There's ample parking on the ramp in front of the hanger. Please note that the Chapter does not meet during the months of July and August.

President's Corner:

Greetings Chapter Members.

In the previous newsletter I asked the question, in October, why did it still felt like it was summer? Well that question has been answered by Mother Nature☺.

At November's meeting Chapter name badges will be available to those who put their names on the list.

Coming events is the Winter Haven Annual Fly In. Lots of planes, lots of food. Drive over, fly over, it's worth the trip.

I have contacted the EAA Speaker Bureau to see if we can get a EAA registered speaker. I got a commitment for January. Presentation will be about what General Aviation will look like 30 years from now.

This Wednesday's meeting should be a short one but important for the coming year. We will be nominating Chapter Officers

See you on Wednesday. Coffee and Donuts and by request, I'll try to get some bagels

Bernie

Secretary Report:

The October 1st. Chapter meeting started at 7.10 pm. We had 19 Members present and one guest that became a new member.

Edgar read the September report which was accepted as read. Jim, the Treasurer gave his report. We spend last month \$ 30.00 for plywood to make our Hangar signs. Our fly in lunch gave us a net profit of \$234.00. Jim reported that we currently have \$4088.56 in the bank. Last month Jim had new chapter hats made. They are available for \$10.00 ea.

The 50/50 was split between the Chapter and Chuck Salkewicz giving him \$15.50 to walk away with. Almost paid for his gas to consumed to get to the meeting☺

Our guest speaker was one of our members, Fire Captain James Chorvat. James shared with us his resent trip to the west coast and Alaska. The Chapter is appreciative of your willingness to share your experiences.

Bernie and Edgar flew to the Young Eagle flight at the Hidden Lakes Airport to help out chapter 791. It was very well organized. Our next meeting is on Wednesday the 5th. of November.

Hope to see you all at the chapter hangar. The meeting was adjourned at 9.00pm.

Respectfully submitted

Edgar Flaig
Secretary

Short Finals - Overheard in IFR Magazine's "On the Air"

Heard on the Detroit approach frequency while flying just north of Detroit City Airport one Sunday evening:

Approach: "Airliner XXXX, turn left heading 350. Direct Flint when able."

Airliner XXXX: "Left three-fifty, direct Flint."

Approach: "Airliner YYYY, proceed direct Salem when able."

Airliner YYYY: "Direct Salem."

Airliner XXXX: "Airliner YYYY — hey, Dave, is that you? How's it going?"

Airliner YYYY: "Yeah. That you, Bud? Just fine ..." (and other pleasantries)

Approach: "How about I go and work another frequency and let you guys chat?"

Airliner XXXX: "That'll work."

Heard at Gainesville, Florida Airport:

Cessna: "Gainesville Tower, Cessna XXXXX, seven west with Tango."

Tower: "Cessna XXXXX, cleared to land, Runway Six."

Cessna: "We'd prefer Runway One Zero. We have some passengers to drop off at the terminal."

Tower: "Cessna XXXXX, you can't do that. You have to use the general aviation FBO."

Cessna: "We called ahead, and they said we could drop them off as long as we stayed clear of the gate." Tower: "I don't know who told you that, but I'll ask the airport manager."

Later ... Tower: "Cessna XXXXX. I'm sorry, but you can't taxi to the terminal. However, if you'd like, I can clear you for a low approach, and your passengers can jump out as you fly by."

Cessna (laughing): "How about I just use Runway Six?"

Flying into New Orleans Lakefront, and approach had switched us over to tower. One controller worked both ground and tower frequencies. There was minimal radio chatter with other aircraft but what was there was worth hearing:

Tower: "Cessna XXX, for future reference, the one with the yellow line down the center is a taxiway, and the one with the white line is a runway."