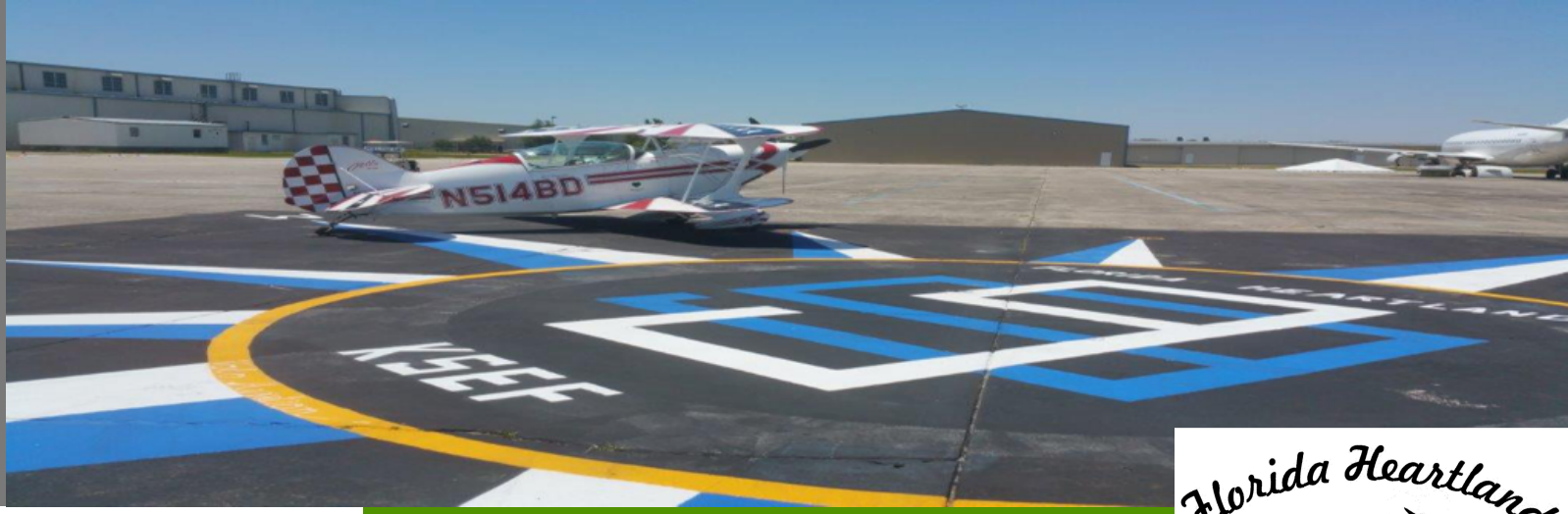


Upcoming Events

Florida Heartland Ninety Nines

October

30th - Witches Fly-In - Set-up at 0900

31st - Last Day for scholarship applications

November

6th - Chapter Meeting at FBO at 10:00 am

13th - Hamburger Fly-IN / / ⊬ .

December

4th - Chapter Meeting at F BO at 10:00 am

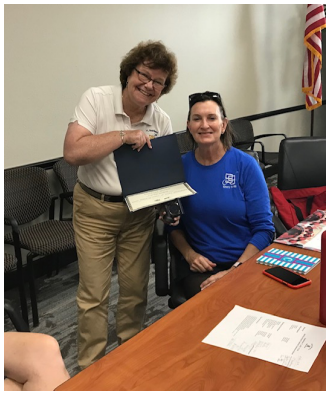
11th - Cookie Bake at Kathy Howitt's home.

January

6th - Chapter Meeting

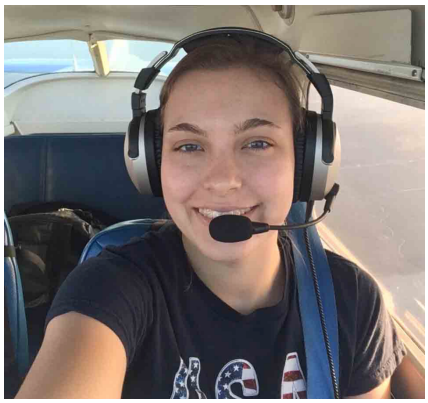
99 of Note Award !

This year's Ninety-Nine of Note Award for our Chapter went to Cathy Galati, who works so hard behind the scenes at many of our chapter events.

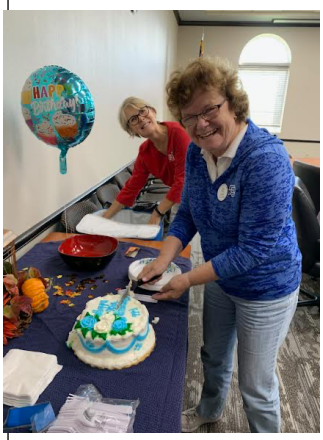


JoAnne Alcorn Presenting Cathy Galati with a Cetificate and Coin at the October meeting.

Nicole recived her private certificate and entered ERAU in the fall.



Oldies But Goodies Photos!



FAA LESSONS LEARNED

On June 30, 2012, a pilot with three adult male passengers flew a 1947 Stinson 108-3, N773C, into Bruce Meadows Airport (U63) in Stanley, Idaho. Bruce Meadows Airport has a 5,000-foot turf-dirt runway at an elevation of 6,370 feet mean sea level. Prior to departure, the pilot determined the temperature to be 84°F, the density altitude to be around 9,200 feet, and calculated the weight of the plane to be 2,314 pounds, or only 86 pounds less than the aircraft's maximum gross weight of 2,400 pounds.

At about 1415, the pilot with his passengers began to takeoff from Runway 23, with wind from 30° at 10 knots, gusting to 20 knots, which made for almost a direct tailwind. The aircraft accelerated down the runway but still had not become airborne after using three quarters of the nearly mile-long runway. The pilot stated he was about to abort the takeoff due to excessive ground roll, when a gust of wind lifted the airplane into the air. However, when the airplane failed to climb, he attempted to locate a suitable field to perform a forced landing. Prior to executing the forced landing, the pilot said the airplane encountered a downdraft and subsequently impacted a stand of trees. He sustained serious injuries, while the three passengers received only minor injuries. No mechanical malfunctions were discovered that would have precluded normal operations of the airplane or engine during the post-accident examination.

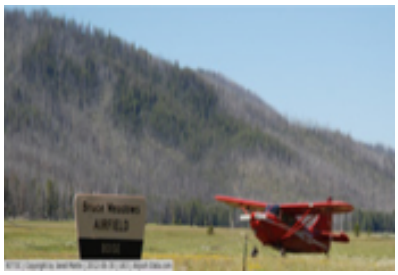


Photo of Stinson 108-3 N773C at Bruce Meadows Airport on the morning of the day of the accident
Photo copyright Jenell Martin - used with permission

Ninety-Nines

Inspiring Women Pilots Since 1929

Lessons Learned

Technical Related Lesson

Increased density altitude decreases both engine and airplane performance. Pilots must understand this influence and account for these effects. (Threat Category: Loss of Control)

The following conditions lower the density of the air and increase density altitude while reducing airplane performance high altitude, low pressure, high temperature, and high humidity.

Common Theme Related Lesson

To ensure safe aircraft take-off and performance operations, a pilot must take into consideration all factors that impact air density. (Common Theme: Human Error)

Attempting a take-off without proper review of take-off performance data can lead to human error aircraft accidents. By evaluating environmental conditions such as airport elevation, runway length and slope, aircraft gross weight; and wind and temperature, a pilot can determine if a departure can be successful.