



Website:

<https://www.eaa1310.org>

Chapter Phone Number:

860-281-1310

eMail:

info@eaa1310.org

President:

Jim Glista

Vice President:

Paul Cappa

Secretary:

Glenn Lees

Treasurer:

Fred Goff

Web & Newsletter Editor:

Paul Dowgewicz

Membership Coordinator:

David Christman

Young Eagles Coordinator:

Paul Dowgewicz

Skylark Airpark (7B6)

Mailing Address:

EAA Chapter 1310
54 Wells Road
Broad Brook, CT
06016-9612

For member contact info

Log in with your 1310 ID at:
login.microsoftonline.com

Next Meeting

Saturday January 14, about 10:45 AM at Skylark Airport.

There will be no December meeting since that is the day for the Skylark Dinner.

See below for more information.

VMC Club Meeting

Saturday January 14, 10:00 AM

There will be no December meeting

Next Event

Skylark Potluck Dinner -

Saturday December 10 5:00 PM

The dinner is open to the entire Skylark Airpark community and their guests.

Come enjoy the season with your airport friends.

EAA chapter 1310 service awards for 2022 will be presented.

Appetizers, drinks and social time begins at 5:00 PM, and the main dinner is set for 6:00 PM.

Please sign up for something to bring at this web page

<https://www.perfectpotluck.com/meals.php?t=XPUG3796>

We will be setting up the hangar beginning at 4:00 PM
Please help out if you can.

2023 Membership Renewals

Renew your chapter membership by mailing a check payable to EAA Chapter 1310 to 54 Wells Road, Broad Brook CT 06016. We'll get your membership card back to you.

Annual membership is \$25. Renew for three years for \$60. Save \$15.

The online store is temporarily out of service for an upgrade.

Thanks go out to all the members who have renewed.

Chapter Clothing

Chapter logo T-shirts, sweatshirts and hats are available at our next meeting and event. (Ignore the stock images at the top of the page.)

Hats ~~\$15.00~~ SALE \$7.50

T-Shirts ~~\$12.00~~ SALE \$6.00

Sweatshirts ~~\$25.00~~ SALE \$12.50

Our online store is back in business. Clothing items and memberships can be purchased there. Please ignore the stock graphics on the page. They will be replaced soon.

Supplemental Information from the November VMC Club Meeting on Personal Minimums

These forms from the AOPA Foundation were discussed at the last meeting.

Personal minimums and decision-making criteria are best defined on the ground, free of external pressure and the workload of flying the aircraft. Writing them down makes it much easier to resist the temptation to "mentally negotiate" yourself into a tight spot, allowing your decision making to be clouded in the heat of the moment by emotion and hope.

This document defines the contract you make with yourself, your passengers, and your family.

Remember to update your personal minimums regularly to reflect your current proficiency in the aircraft you'll be flying.

INSTRUCTIONS

1. Review all sections and determine your personal minimums specific to the type of aircraft you fly. If you're a new or rusty pilot, consider asking a CFI for help.
2. Fill in the information for each item.
3. Keep this contract with your flight bag for quick reference.

This VFR PILOT PERSONAL MINIMUMS CONTRACT is available online

www.airsafetyinstitute.org/vfrcontract

The IFR PILOT PERSONAL MINIMUMS CONTRACT is also available online

www.airsafetyinstitute.org/ifrcontract



**VFR PILOT
PERSONAL MINIMUMS
CONTRACT**



AIR SAFETY INSTITUTE
421 AVIATION WAY, FREDERICK, MD 21701

800.638.3101
AIRSAFETYINSTITUTE.ORG

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VFR PILOT PERSONAL MINIMUMS CONTRACT

PILOT

MIN. HOURS (LAST 30/90 DAYS) ___/___

MIN. HOURS IN TYPE (LAST 30/90 DAYS) ___/___

MIN. LANDINGS (LAST 30/90 DAYS) ___/___

NIGHT HOURS (LAST 30/90 DAYS) ___/___

VFR INTO IMC TRAINING COMPLETED WITHIN LAST 12 MONTHS

MIN. RECURRENT TRAINING COMPLETED (circle one) PAST 6 / 12 / 24 MONTHS

▶ ASI recommends recurrent training every 12 months with a CFI who's familiar with the aircraft make, model, and equipment.

AT A MINIMUM, MY OVERALL WELLNESS SHOULD BE

ADEQUATE OK WELL VERY WELL

▶ ASI recommends considering sleep, medications, alcohol, stress, and other factors that could affect the safety of flight.

WEATHER

MAX. WIND VELOCITY AND GUST _____

MAX. CROSSWIND _____

MIN. CEILING DAY _____ NIGHT _____

MIN. VISIBILITY DAY _____ NIGHT _____

AIRPORT

RUNWAY MIN. LENGTH _____

RUNWAY MIN. WIDTH _____

▶ Aircraft performance degrades when density altitude is above 1,000 feet. As a result, ASI recommends adding 50 percent to the POH takeoff or landing distance over a 50-foot obstacle.

AIRCRAFT

MIN. FUEL RESERVES (hours : minutes)

DAY ____:____ NIGHT ____:____

▶ ASI recommends landing with at least one hour of fuel remaining.

NIGHT FLIGHT IN A SINGLE-ENGINE AIRCRAFT Y / N

IF YES, LIST LIMITATIONS (e.g., no mountainous terrain, no over-water flights, will reach cruise altitude before sunset)

I WILL

Only fly when I am proficient with the aircraft limitations, performance, normal and emergency procedures, systems, and avionics.

Use precautions when transitioning to different aircraft/avionics/systems.

Consider the risks of flying over mountainous terrain.

Fly with a current GPS database, charts (or EFB), and a backup (as required).

Consider increasing my personal minimums if friends and family are on board.

Always get a recorded FAA weather briefing and file/activate a flight plan for flights away from home base.

Request flight following if services are available.

Fly with a qualified pilot or CFI (or postpone the flight) if my personal minimums are not met.

Pilot signature _____

CFI/witness _____

Last updated ___/___/___

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Personal minimums and decision-making criteria are best defined on the ground, free of external pressure and the workload of flying the aircraft. Writing them down makes it much easier to resist the temptation to "mentally negotiate" yourself into a tight spot, allowing your decision making to be clouded in the heat of the moment by emotion and hope.

This document defines the contract you make with yourself, your passengers, and your family.

Remember to update your personal minimums regularly to reflect your current proficiency in the aircraft you'll be flying.

INSTRUCTIONS

1. Review all sections and determine your personal minimums specific to the type of aircraft you fly. If you're a new or rusty pilot, consider asking a CFI for help.
2. Fill in the information for each item.
3. Keep this contract with your flight bag for quick reference.

This IFR PILOT PERSONAL MINIMUMS CONTRACT is available online

www.airsafetyinstitute.org/ifrcontract



IFR PILOT PERSONAL MINIMUMS CONTRACT

PILOT

MIN. HOURS (LAST 30/90 DAYS) ___/___
 MIN. HOURS IN TYPE (LAST 30/90 DAYS) ___/___
 MIN. LANDINGS (LAST 30/90 DAYS) ___/___
 NIGHT HOURS (LAST 30/90 DAYS) ___/___
 MIN. HOURS ACTUAL OR SIM. IFR (LAST 30/90 DAYS) ___/___

- VFR INTO IMC TRAINING COMPLETED WITHIN LAST 12 MONTHS
- MIN. RECURRENT TRAINING COMPLETED (circle one) PAST 6 / 12 / 24 MONTHS
- COMPLETED IPC WITHIN LAST 12 MONTHS

ASI recommends recurrent training every 12 months with a CFI who's familiar with the aircraft make, model, and equipment.

AT A MINIMUM, MY OVERALL WELLNESS SHOULD BE

ADEQUATE OK WELL VERY WELL
 — [] — [] — [] — []

ASI recommends considering sleep, medications, alcohol, stress, and other factors that could affect the safety of flight.

The VFR PILOT PERSONAL MINIMUMS CONTRACT is also available online

www.airsafetyinstitute.org/vfrcontract



IFR PILOT PERSONAL MINIMUMS CONTRACT



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WEATHER

MAX. WIND VELOCITY AND GUST ___
 MAX. CROSSWIND ___
 MIN. CEILING DAY ___ NIGHT ___
 MIN. VISIBILITY DAY ___ NIGHT ___
 MY EN ROUTE MINIMUMS
 CEILING DAY ___ NIGHT ___
 VISIBILITY DAY ___ NIGHT ___

MY PRECISION APPROACH MINIMUMS
 CEILING DAY ___ NIGHT ___
 VISIBILITY DAY ___ NIGHT ___
 MY NON-PRECISION APPROACH MINIMUMS
 CEILING DAY ___ NIGHT ___
 VISIBILITY DAY ___ NIGHT ___

FLIGHTS INTO DEPICTED RADAR RETURNS (CHECK YOUR COM-CHK LEVEL)

RAIN
 LIGHT MODERATE HEAVY

SNOW
 LIGHT MODERATE HEAVY

MIXED
 LIGHT MODERATE HEAVY

AIRPORT

RUNWAY MIN. LENGTH ___
 RUNWAY MIN. WIDTH ___

Aircraft performance degrades when density altitude is above 1,000 feet. As a result, ASI recommends adding 50 percent to the POH takeoff or landing distance over a 50-foot obstacle.

AIRCRAFT

MIN. FUEL RESERVES (hours : minutes)
 DAY ___:___ NIGHT ___:___

ASI recommends landing with at least one hour of fuel remaining.

NIGHT FLIGHT IN A SINGLE-ENGINE AIRCRAFT Y / N
 IF YES, LIST LIMITATIONS (e.g., no mountainous terrain, no over-water flights, will reach cruise altitude before sunset)

I WILL

- Only fly when I am proficient with the aircraft limitations, performance, normal and emergency procedures, systems, and avionics.
- Use precautions when transitioning to different aircraft/avionics/systems.
- Consider the risks of flying over mountainous terrain.
- Fly with current GPS database, charts (or EFB), and a backup (as required).
- Not use my aircraft's deicing and anti-icing equipment for prolonged flights in icing conditions, but rather to escape icing conditions.
- Fly with adequate de-icing fluid (if applicable).
- Always get a recorded FAA weather briefing for flights away from home base.
- Fly with a qualified pilot or CFI (or postpone the flight) if my personal minimums are not met.

Pilot signature _____

CFI/witness _____

Last updated ___/___/___

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Apollo 17 – Last Flight to the Moon 50 Years Ago Tomorrow

The final flight to the moon lifted off at 12:33 AM 50 years ago December 7. Follow along in real time at <https://apolloinrealtime.org/17/> As of this writing, the time appears to be one day ahead of real-time, so I'm not sure if that will be corrected. You can move the time slider to the correct time though. At the top of the screen there are three sliders for course, medium and fine time adjustments. There is another web site, <https://apollo17.org> but it seems to be down right now.

Apollo 17 was the sixth and final Apollo mission to land people on the Moon. Compared to previous Apollo missions, Apollo 17 astronauts traversed the greatest distance using the Lunar Roving Vehicle and returned the greatest number of rock and soil samples.

Apollo 17 also has the distinction of being the only Apollo mission to carry a trained geologist to walk on the lunar surface: lunar module pilot Harrison Schmitt. Astronauts landed on the southeastern rim of the Serenitatis Basin, known as Taurus-Littrow. Scientific objectives included geological surveying and sampling of materials and surface features in a preselected area of the Taurus-Littrow region, deploying and activating surface experiments, and conducting inflight experiments and photographic tasks during lunar orbit. When the Apollo 17 astronauts lifted off from the Moon for the last time, it marked the end of lunar exploration by crewed missions in the 20th century.

Washington Executive / Hyde Field Closed

One of the airports known as the DC-3 because of the onerous restrictions pilots have to deal with when flying close to Washington DC closed on November 30. Located 2 miles southwest of the central business district of Clinton, in Prince George's County, Maryland, United States. The airport ceased operations on November 30, 2022 following a bankruptcy sale of the property.

Hyde Field was one of the "Maryland 3" airports located within the Washington, D.C. Flight Restricted Zone (FRZ), so it was subject to the Special Flight Rules Area (SFRA) restrictions imposed by the FAA after the September 11 attacks.

It is located just 1.10 nautical miles (1.27 mi) east of a slightly smaller airport called Potomac Airfield.

Hyde opened in 1934 as a training field for United States Army aviators.

Due to the onerous SFRA restrictions leading to declining revenues at the airport, in 2008 there were plans to shut it down and redevelop the land. However, the airport remained open and operational until 2022.

On October 31st 2022, airport tenants were notified that the field was closing and were given until November 30th 2022 to remove their aircraft and any belongings after which the new owners will repurpose the property for housing development.

Washington Executive Airport/Hyde Field covers 140 acres and has one runway:

Runway 5/23: 3,000 feet x 60 feet, surface: asphalt

Local Aviation Event Schedule

Visit the eaa1310.org Calendar page for updated listings and more information about these events.

Reoccurring Events

Chapter 1310 Meetings – 2nd Wednesday of April – October at 7:45 PM
2nd Saturday of November – March at 10:00 AM

Chapter 166 Meetings – Last Saturday of month 10:00 AM (Except July, Nov & Dec) at
Hartford Jet Center, 20 Lindberg Drive, Hartford. <http://www.eaa166.org>

Chapter 324 Meetings 1st Wednesday of month, 7:00 PM Simsbury Airport
<https://www.facebook.com/eaa324/> <https://chapters.eaa.org/EAA324>

Chapter 27 Meetings – 3rd Sunday of month, 10:00 AM at Meriden Airport
<http://eaa27.org/>

Chapter 1620 Meetings 2nd Tuesday of the month, 6:00 PM, Barnes Airport Hangar 3,
111 Airport Rd. Westfield, MA. 01085 <https://chapters.eaa.org/eaa1620>

Chapter 1310 Events

Saturday December 10 – Potluck Dinner

2023 Aviation Events

March 28 - April 2 Sun 'n Fun Aerospace Expo, Lakeland, FL
US Navy Blue Angels

May 13 – 14 Westfield International Air Show
Barnes Air National Guard Base
<https://www.westfieldairshow.org/>

June 10 – 11 National Warplane Museum Airshow: The Greatest Show on Turf
Geneseo, NY
<https://www.nationalwarplanemuseum.com/>

~~**June 24 – 25 Rhode Island National Guard Open House Airshow**~~
US Navy Blue Angels **CANCELLED**

July 24 – 30 EAA Airventure, Oshkosh, WI

Commented [P1]:

September 9 – 10 Thunder Over New Hampshire Air Show

Pease ANGB, Portsmouth, NH

<https://thunderovernewhampshire.com/>

Rob Holland Ultimate Airshows <https://www.ultimateairshows.com/>

If you have a topic you would like to see covered in our monthly newsletter or photos that may be of interest to our members, please send a note to Paul at info@eaa1310.org