



FROM THE DESK OF THE PRESIDENT

Hello Pilots and Aviation Lovers,

The last two months have been very difficult to almost everyone that is involved with aviation. We as a club did handle that very well, and I'm very proud of all of you for keeping us safe and healthy.

The planes are in good shape now, and with some upgrades that you are going to make your flying experience very enjoyable.

Now, get out and FLY!

Fly Safe!

Upcoming Events

Summer Cookout

By: Jim Garrison Jr

The pandemic is slowing, and things may be getting back to normal (somewhat). I believe it would be good to get together and share a social distancing cookout. We try to have a cookout in June, but it would probably be best to move it to July. I am picking Saturday July 18th from @10am to noon. We will do some grilling of burgers and hot dogs. Bring your folding chair and let's spread out in the hangar and catch up on life and flying. More details about what you might bring will be sent out closer to time for our get together. I look forward to seeing you there.

Around the Corner

By: Bassam Seifeldein

Augusta Aviation, Inc.

May 9

Congratulations to Sam Seifeldein on successfully completing his check ride

yesterday! He has been flying with Instructor Paul Stuntz for close to a year. Way to go, Sam! Next up, instrument rating!

Congratulations to our newest private pilot **Jones, Rachel** for earning her certificate in March 26, 2020.

Upcoming Check Ride:

Britt, Matthew
Sproul, Don
Coffey II, Jim

Follow me (Sam) on my You Tube channel for my journey to becoming a pilot, tons of info on how to prepare for your check ride at https://www.youtube.com/channel/UCKwgQoWdISoVZzqimMWy_qg/.





Finding Direction

N62GK Gets a New Gauge

By: Jim Garrison Jr

Check out the new Oil Gauge for 62GK. It has oil temp and pressure in one gauge and has a digital readout for both. The OPT-1 is manufactured by Electronics International Inc (EI). It has a dual readout for temperature on the right and pressure on the left. The small white line on the arcs should be the normal operating value for the plane. The green arc is the normal range once the engine is heated. To get a digital readout just flip the switch to either PSI for pressure or TEMP for oil temperature. It's that easy.



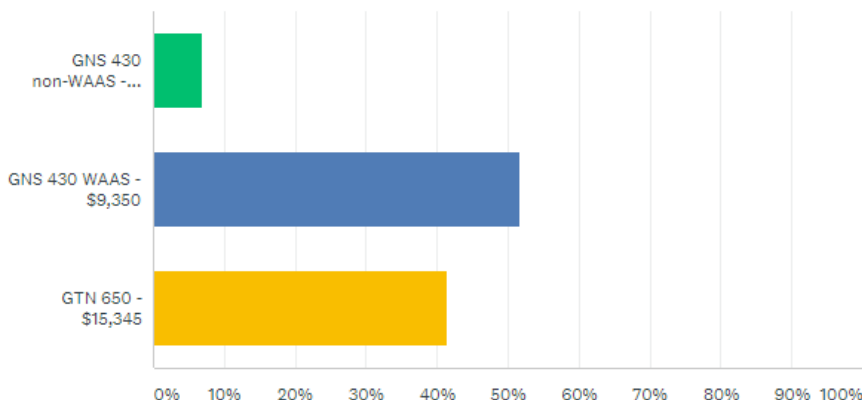
The Survey Is In

By: Jim Garrison Jr

N62GK will get a Garmin GNS 430 WAAS enabled GPS with COMM/NAV radios. Thanks to everyone who participated in the online ZOOM meeting and survey during our shelter-in-place. The results of the survey are below. We are currently scheduled to install the week of June 8th to 12th.

Which avionics upgrade do you prefer?

Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES
GNS 430 non-WAAS - \$7,166	6.90% 2
GNS 430 WAAS - \$9,350	51.72% 15
GTN 650 - \$15,345	41.38% 12
TOTAL	29

You can get the user manual from this link, https://static.garmin.com/pumac/190-00356-00_K.pdf, or see it on AircraftClubs.com in the Files menu.



The GPS has data cards which will be kept up-to-date with the latest Garmin navigation, obstacle and terrain databases. The device will be integrated with our Garmin GTX345 ADS-B transponder which will provide Traffic alerts as well.

For those doing IFR training or already have an IFR rating this GPS will allow LPV “glideslope” approaches without reference to ground-based nav aids of any kind (ILS).

And the coolest part is it will provide COMM #1 and NAV #1 radios. We are hoping this clears up our radio issues once and for all (a long time).

Welcome our Newest Member (Sierra Victor)

By: Jim Garrison Jr

Our cabinet is getting full but has come in handy. You will find instrument face cleaner, cans of window cleaner, waterless wash and wax, 100W oil, clothes for cleaning, a duster, step stool and now a mini-vac to keep our planes in tip top shape.

Our newest member to the cabinet is Sierra Victor (Shop Vac), a 3 gallon little fellow with several attachments for getting the job done. And don't forget a 50 foot extension cord to reach both planes from whichever plug you want to use in the hangar.

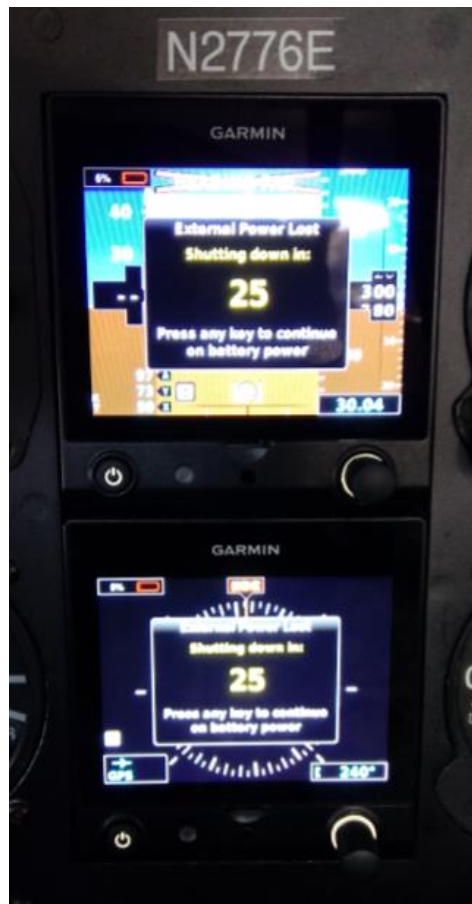
We also have a new 28 volt APU and 2 new spare headsets on order, but more on that in another issue.

Please use the supplies and let me know when we run low.



What's Wrong With this Picture

By: JIM GARRISON JR



GARMIN.

Flight Instruments

2.1.7 BATTERY STATUS INDICATOR

When the G5 is powered by the aircraft electrical bus, the battery status indicator can be displayed by pressing the G5 power button. When the G5 is powered by the battery, the battery status indicator is displayed automatically. This indicator shows the estimated percent charge of the battery. After about one minute on battery power, the indicator shows the estimated time (in hours and minutes) until the battery is empty. The current charge level of the battery is indicated by the filled-in portion of the battery icon. The battery icon turns yellow or red to indicate a low-battery condition

3:15		41%-100%
1:31		21%-40%
0:38		0%-20%

The battery is required for the G5 unit installed as an attitude display indicator (ADI) and is optional for the G5 unit installed as a horizontal situation indicator (HSI)

When the G5 is connected to external power and the battery is being charged, a lightning bolt symbol appears over the battery icon.

92%		Charging
-----	--	----------

Other battery indications:

80%		Battery charger hardware fault, or temperature too high/low to safely charge the battery. The system is running on external power but cannot charge the battery.
BATT		Battery fault.
NO BATT		Battery is not present (appears only when the battery status field has been configured to always appear).

CAUTION: When putting the plane away, please make sure the G5's are off. If you do not see the "Shutting down" countdown you need to turn the units off manually by pressing the power button until the unit is off. When the unit is left running the battery will be drained in 4 hours. No battery means no instrument in case of electrical failure.



Pilot Tip of the Month

The Wicked Shimmy

By: **Jim Garrison Jr**

I am republishing this article in hopes that you find some useful tips in conquering the shimmies.

We have had reports of nose wheel shimmy on 76E. I personally have experienced this with 76E. We have had the front suspension re-worked a couple of times since I have been a member. It generally gets better but why the issue in the first place?

My research indicates that the tire gets a wear pattern from a small amount of shimmy. The wear pattern gets worse as the tire is used. Now tires are not cheap for these planes. Last couple of tires cost us \$700 and \$850 each installed.

How can we keep the tires, especially the one in front from wearing and causing the shimmy issue? One thing my instructor made me do is hold the nose off the runway as long I could. To let it settle to the runway below 25 knots. This has served me well. Augusta Aviation has not found any issue when doing fast taxis, so they found nothing to fix. I did a landing between squawks and did not see an issue either, of course I was holding the elevator all the way back. But that is not very far when you consider my girth and short stature. Yes, I have the seat all the way up, so I can reach the pedals!

Think about this in crosswind conditions as well. You are using left or right rudder in crosswind. While you are correcting for the crosswind the front wheel is sideways. If that wheel touches down while turned sideways, it will not be good for the tire and may cause a wicked shimmy.

My final thoughts...be gentle on our birds and they will serve us well.

Contact Us

Bassam Seifeldein

President, Augusta Flying Club
seifeldeinb@yahoo.com
(757) 619-7185

Jim Garrison

Treasurer, August Flying Club
jmgarris123@gmail.com
(706) 251-4889

