

# AUGUSTA FLYING CLUB, INC.

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## FROM THE DESK OF THE PRESIDENT

I was really encouraged by the first of our social/safety meetings. While we had some last-minute changes, we had a great discussion about instrument training and some of the opportunities in the GA community. We also had our first non-member attend. We would like to see more of this as we spread the good word about general aviation. Feel free to always bring friends and family to our events. We can't interest anyone if we don't ask.

Clear skies and following tail winds -Matt Greene

## Upcoming Events

### LEASE BACK POSSIBILITY AND MEETING

By: **Matt Greene**

The club meeting this month (**September 5<sup>th</sup>**) will be focused on lease backs and a possible lease back aircraft for the club. Lease backs allow for the lessee to fly the aircraft without all the hassle of dealing with the maintenance. Recently a 172 owner on the field got orders to go to Hawaii. The 172 unfortunately is not going with him and has been brought to our attention that there may be an opportunity to lease it. N734BF has a Garmin 750 GPS, GTX 345 ADS-B Transponder and a new audio panel. The plane will be open tomorrow evening during the meeting.

### FLY IN GOLF TOURNAMENT FUNDRAISER

By: **Matt Greene**

We need your help to plan and execute the first annual Augusta Fly-In Golf tournament. This will be a fundraising golf tournament for the club with a

planning date of the **27th of October**. We will need people to help move players and clubs from the airport to Forest Hills Golf Club, set up folks, marshals, money collectors, planners, organizers, etc. We will also need you help finding sponsors for holes, prizes and much more. This is a great undertaking but could really help the club to start the update process of 2GK and 76E. Remember, we need about \$70K to properly do this and if we can raise the funds instead of paying out of pocket we can keep the cost of flying fun and affordable.

### SCOUTING AVIATION MERIT BADGE

By: **Matt Greene**

A local boy scout troop has reached out to the club asking if we can host and teach the aviation merit badge. This would be a one-day event at no cost to the club, minus grounding one of the planes for a few hours. The only place the only airport that currently offers this merit badge is Washington County. The scouts are a great way to give back to the community and will be a

sure-fire way to share the joys of general aviation. If you would like to help, please contact Matt Greene.

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*“Next to marrying his wife, Winnie, and deciding on a professional career in golf, there’s only one decision Arnold Palmer considers smarter. Learning how to fly an airplane.” -Arnold Palmer*

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### **SAY HELLO TO 76E'S NEW FACE**

Meet the new edition to Augusta Flying Club. The Garmin G5 electronic flight instruments are now installed and working in 76E. No they don't do RNAV approaches yet. That will come when the GTN650 navigator is installed within the next few months.

### **A CALL TO WRENCHES**

**By: Matt Greene**

Many of the solutions we have been proposing to the club over the last 2 years on how to save money and improve the state of the club aircraft have been accepted and encouraged by Augusta Aviation. Under a new initiative and partnership between Augusta Aviation and the owners on the field, Augusta Aviation is now offering more owner assisted maintenance. So if you have ever wanted to learn more about the inner workings of an airplane, now is your chance. Now, you can only do this under the supervision of Augusta Aviation's maintenance team, no vigilante repairs. But the team is getting together a list of projects we can help with and a schedule for when they are available to assist and monitor. This should help us keep the labor costs down and the flight time up. If you would like to help get in contact with either myself or Jim Garrsion and we can work with you to get you in the shop.

# Pilot Tip of the Month

## THE WICKED SHIMMY

By: **Jim Garrison Jr**

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 statue. 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

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