



Purdue Pilots Inc. Meeting Minutes
September 25, 2012. 18:45. Physics 333
Daniel Spivey presided.
Chris Markel took the notes.

New Members:

PPI welcomes Phillip, Javier, and Aravind to the club!

Maintenance Report:

31862 – Almost due for a new engine, which will cost us \$20,346.96. We are in good shape to make this purchase. Along with that, the Lycoming overhaul would cost \$3,050 more.

38394 – Looking good, still has a ways to go with its motor.

Treasurer's Report:

The student resource drawer at Lafayette Aviation has been restocked with fuel reimbursement forms. Nothing else to report.

New Business:

As some of you have heard, Lafayette Aviation has put their Warrior up for sale. The current asking price is roughly 30,000 dollars. While this would cost more than 31862's engine swap, it is worth considering that their Warrior is also IFR certified. We are still considering our options.

Events to Know:

The PPI hangar movie has been set for December 2nd at 5:30. Event location TBD.

The Commemorative Air Force Red Tail Squadron will be visiting Purdue Airport next month to honor the Tuskegee Airmen. This will be open to the general public at no charge from 3-5 p.m. on Oct 10-12 and 9 a.m. to noon on Homecoming Saturday (Oct. 13).

Purdue's Women in Aviation is currently having a t-shirt fundraiser. Feel free to show them your support!

Weather Discussion:

Well folks, lately temperatures have been falling and our pleasant summer weather is beginning to deteriorate. Spivey led a weather discussion which covered recognizing and preparing for unfavorable flying conditions, along with the different methods of obtaining weather information. Although pilots should already be experienced at dealing with the elements, it's always beneficial to learn from one another.

Where to find weather data?

Aviationweather.gov

This seems to be the "one stop shop" in most cases. If you are a licensed pilot and have never heard of this website, something is seriously wrong. They provide access to METARs, TAFs, SIGMETs, AIRMETs, winds aloft, and anything else that could satisfy a concerned pilot. By clicking on the 'Radar' tab and selecting a region, the user is now able to toggle the composite loop (found on left), which is a great visual reference. For even greater detail, follow the discussions link under the 'TAF' tab and select a region.

Duat.com

Another excellent source for obtaining weather information, Duat provides the user with interactive Doppler and satellite overlays for individual states. Still the website is packed with similar content found on aviationweather.gov, although pilots can now file their flight plans online with Duat. User accounts are required but come free of charge, so there's nothing to worry about!

ForeFlight Mobile

The ultimate EFB app is considered by many to have best-in-class weather features, including flight rules, HD NEXRAD composite radar, visibility, lightning, temperature spread, sky coverage, global winds aloft, visible and IR satellite...need I go on? Sounds like it might be time to bust out the old piggy bank.

Cold Weather Flying Tips:

Manually turning the propeller 8 to 12 times in the correct direction can circulate a sufficient amount of oil prior to cold starts. Just leave the key out of the ignition and don't be a fool.

Flying through clouds in near-freezing levels is foolish and poses a threat to structural icing. If visible moisture is present, consider yourself in trouble.

Situational awareness plays the most important factor. Always have a way out in case bad weather is unexpectedly encountered. Know the surrounding airports and constantly keep a "plan b" in mind.

Utilize all available resources, as they are there to help you. Don't hesitate to contact Center and request something different, especially if you're unsure about weather up ahead.

Always pack extra clothing articles, such as jackets and gloves. You'll want to be warm if you encounter an emergency landing in a remote corn field.

Do your best to keep the aircraft in a hangar, especially if you're leaving it overnight during snowy conditions. Nobody wants a dead plane in the morning.

Remember to maintain a 20 nautical mile separation from thunderstorms (40nm if passing between cells). Always divert if storms are in the vicinity.

Everyone should have some instrument experience, but if you ever find yourself in a cloud be sure to trust your gauges. Keep an eye on the attitude indicator and stick to it.

Closing Video:

"Bad Weather Landing Brussels Cockpit B737-500"

<http://www.youtube.com/watch?v=36DxYzNTFI4>

Upcoming Club Meetings:

October 10th – *PHYS 333 @ 18:45*

October 23rd – *PHYS 333 @ 18:45*

November 7th – *PHYS 333 @ 18:45*

November 27th – *PHYS 333 @ 18:45*

Meeting adjourned at 19:16