

CABLE



GRAM

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Maintain IFR Currency

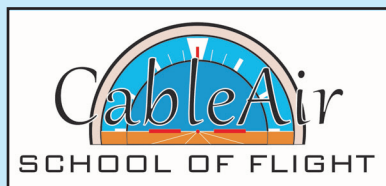
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EAA Chapter 448 –August Events

VMC Club
Wednesday, August 12th
7 pm



Question of the Month

You're droning along on a summer afternoon when the ride turns rough, the light outside goes gray-green, and the rain starts hitting the windshield like gravel. Despite your best planning, you've flown into a thunderstorm. We all know to avoid them, but what steps should you take if you inadvertently encounter one?

(Keep reading for the answer below!)

Whether you're a seasoned pilot, a student working on your license, or someone who just loves watching airplanes, EAA Chapter 448 welcomes you. We meet monthly (every second Wednesday) at our clubhouse on the north side of Cable Airport for a combined chapter meeting and VMC Club. Come swap stories, sharpen your aeronautical knowledge, and connect with fellow aviation enthusiasts. We also offer an online option if you can't make it in person.

Join us for this month's Chapter Meeting and VMC Club on Wednesday, August 12th at 7 p.m.

Reach out at contact@eaachapter448.org to get on our mailing list for meeting links and chapter news.

Question of the Month – Answer

The short version: fly the airplane, and stop fighting it. The July/August 2006 issue of FAA Aviation News ("Weather to Go," pp. 4–7) lays out the priorities, and they haven't changed since.

Concentrate on keeping the aircraft in a level attitude, and then let it ride. Allow the airspeed to fluctuate, and allow the altitude to fluctuate. Do not attempt to maintain altitude. Chasing the altimeter through an updraft-downdraft cycle is how pilots overstress airframes; the storm will win that argument every time. For the same reason, if you're on autopilot, disengage altitude hold and any constant-speed mode. Those modes will cheerfully trade your structural margin for a number on the panel.

Fly straight ahead. Turning adds load factor to an already heavily loaded wing, and it lengthens your time inside the cell. Pick the heading that gets you out and hold it. Turn on pitot heat, carb heat, and any anti-icing or deicing equipment on board; heavy precipitation and ice are part of the package.

A few more items worth keeping in your back pocket: slow to maneuvering speed or below. If it's night, turn the cockpit lighting up bright so lightning flashes don't wreck your night vision. Use rudder to keep the wings level; it's far less tiring than wrestling with the ailerons. And report your situation to ATC. Controllers can't help with a problem they don't know about, and asking for help early is a great deal cheaper than the alternative.

Notice what's missing from that list: precision. There is no version of this where you hold heading, altitude, and airspeed and come out the other side looking sharp. The goal is to keep the airplane upright, structurally intact, and pointed toward better air. Everything else is negotiable.

Which is exactly why the real technique happens before takeoff: a hard look at the convective outlook, a realistic plan for the return leg, and a willingness to leave the airplane in the hangar. Summer in Southern California builds these things over the mountains most afternoons, and they don't care how badly you want to get home.



Civil Air Patrol Corner

Greetings Cable Family.

4th of July was a busy for Cable Composite Squadron helped the City of Upland with the Light Up the Night Block Party 4th of July Event. It was a great success and had 27 cadets and 8 Senior Members. Squadron 25 also had 2 color guard events on the 4th of July, one for the CAF in Riverside and one for the Block Party Event. On July 6th CAP was called for a ELT Beacon in the City of Ontario where the beacon was the loudest and believed to be resonating from. After a couple of hours, the signal was located in the city of Upland at a electronics recycling plant.

On July 18th 6 Cadets took their first flight out of KCCB. SQ25 was also assisting in running a mission for the United States Marines on the same day.

We are coordinating with Cable Airport to raise money to clean up the area between the CAP building and the old Boy Scouts Building. Please see the below GoFundMe.

<https://gofund.me/d3fdde755>

Upcoming Events

7/30 Free night Movie and Dinner
8/6 CPR and AED Training
8/20 Chart Reading
9/3 UDF Beacon Training



Club Meetings / Events

Civil Air Patrol Squadron 25 – Meets every Thursday in the CAP HQ, 6:30pm to 9:00pm. For more info: 909-982-4014

Cable EAA Chapter 448 – Chapter 448 is meeting in-person and on-line, 2nd & 4th Wednesday at 7pm. For information about the chapter or to join the EAA Chapter 448 email list to get meeting notices & details of on line meetings, send an email: contact@eachapter448.org

We are also available at 909-295-2284 cell/text/voicemail

EAA Young Eagles – For info, visit www.YoungEagles.org.

Veterans of Foreign Wars Post 10489 – Meets second Wednesday, 7pm to 9pm, at the seven-sided building, for more info: 909-224-3259

Antique Aircraft Display Weekend – Meets first full weekend of the month. Park in any transit area. Check-in at the Foothill Flying Club beginning at 8am. For more info: call the Airport Office at 909-982-6021

Exotic Car Show – Meets second Sunday, 8am to 10:30am. For more info: Dan McGuire at 909-238-9227

Important Numbers

Cable Aircraft Sales..... (909) 322-6914
Cable Airport Office (909) 982-6021
CableAir Paint (951) 496-2210
CableAir School of Flight..... (909) 254-6507
AWOS: Frequency.....119.525
Telephone..... (909) 985-4731
Civil Air Patrol (909) 294-6081
DC Flight Simulation..... (909) 816-5885
EAA Chapter 448 (909) 295-2284
Falcon Insurance (909) 949-4993

Foothill Aircraft Service (909) 985-1977
Foothill Flying Club (909) 600-4249
Leading Edge Avionics (855) 955-6151
Maniac-Mikes Café (909) 982-9886
Safety Management, Security..... (909) 208-4777
SoCAL Tracon (858) 537-5800
SoCAL Tracon, IFR clearance..... (800) 448-3724
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