



“Tree Top Flyers”

June 22nd, 2025





Welcome to Our June Meeting
Thank you for attending
Happy to have you with us today



Special Thanks to:

- Our Host - Ron Angerman
- Food Providers - All who provided food today
- Donations – All who donated money today

New Members/Guests?

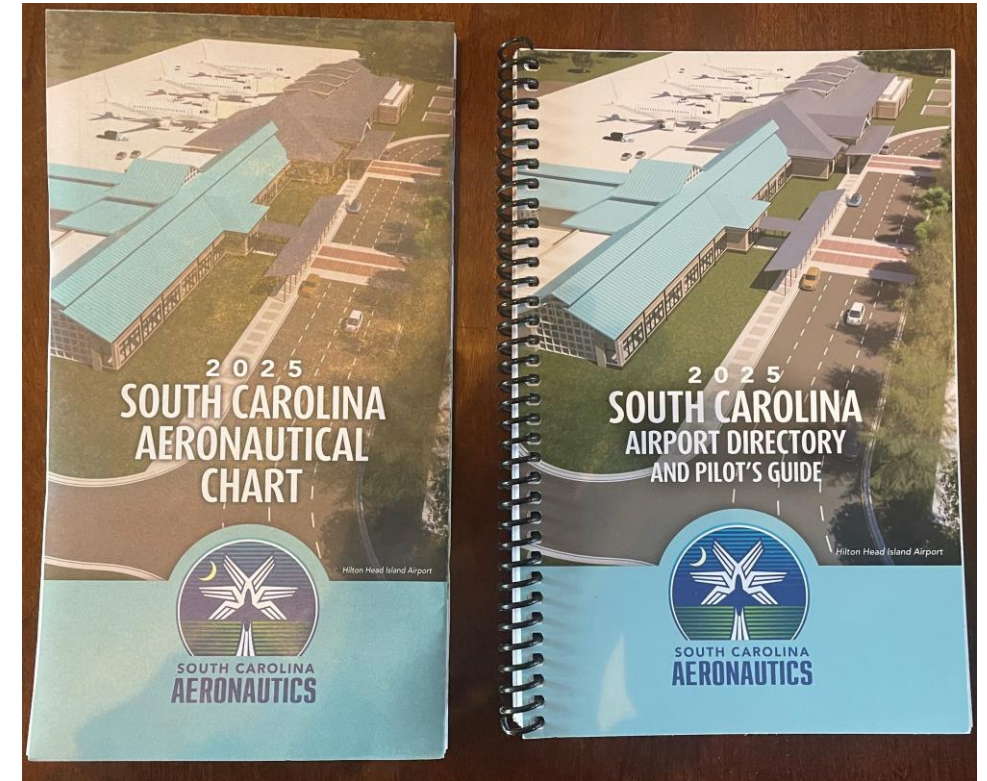
- Any guests (or) new members today?

Feel Free to ask questions or bring up new business

Copies of Publications



- 2025 South Carolina Aeronautical Chart
- 2025 South Carolina Airport Directory & Pilot's Guide



**Compliments of the SC
Aeronautics Commission**

Reports



Confirm Quorum?

- 1/3 members present to allow voting on discussions

Minutes (Secretary, Debbie Philbin)

- Posted minutes on TTF website
- Any changes needed?
- Motion to Approve? Second? All in favor?



Financial Report (Treasurer, Jim Mathews)

- Donations from last meeting
- Last Bank Statement & Current Balance
- Questions?



Chapter Caps



We need to consider ordering new caps. Discussion...?

- \$10 for chapter members; \$15 for non-members
- If a non-member wishes to join - \$5 off the cap price plus membership cost



Safety Tip of the Month:



➤ Don Schmotzer



Ray Aviation Scholarship Update:



- **Larry Philbin**
- **Jim Mathews**



Website: <https://mailchi.mp/f88fb6494cd2/because-of-you-anas-journey-is-taking-flight-126>



Ana's June Update

- Total hours: 15
 - Lots of unexpected cancellations due to weather and maintenance.
- Sporty's: 80% complete
- Working on landing and working the pattern in preparation of soloing

• AirVenture College Fair

Colleges I am most excited to talk to:

- Embry-Riddle
- Auburn University
- Middle Tennessee State
- Florida Tech
- Purdue University



- Additional colleges I'm considering that will not be at AirVenture are:
 - Elizabeth City State University
 - Charleston Southern University
 - Texas Woman's University
 - Middle Georgia State University

Ana's June Update

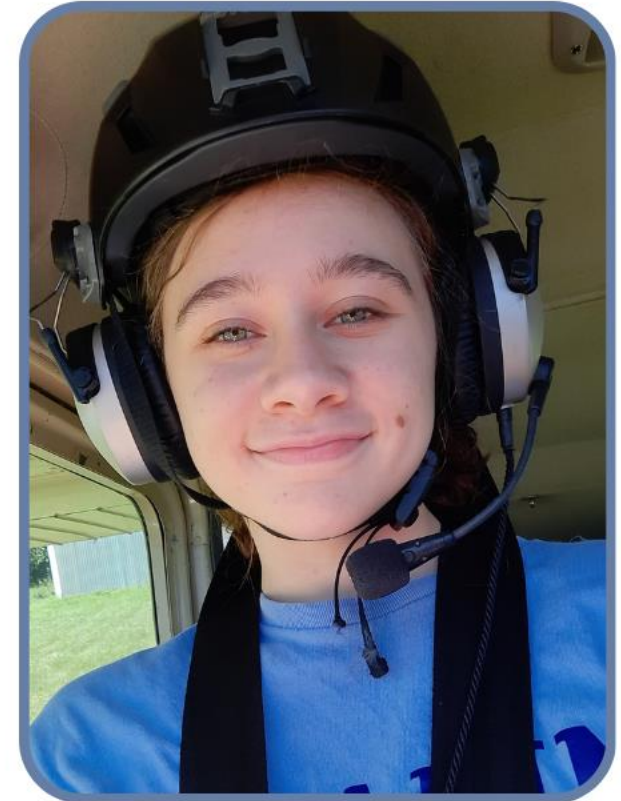
Advice question of the month - Are you using a helmet while flying and if so, what made you decide to start using one?

Recent Helmet Studies:

Published in the National Library of Medicine and studies performed by the FAA in 2009:

- Approximately 66% of GA accident victims sustain head injuries (fatal or not)
- 55.1% of fatal GA crash victims had skull fractures
 - 49.4% of those fatalities also suffered facial bone fractures
- **Helmets could have prevented approximately 1 in 3 deaths due to head trauma**

I am getting my new helmet kit from Sky Cowboy



SKY COWBOY SUPPLY COMPANY



EAA VMC Club

Question of the Month



One focus area for improving safety revolves around Controlled Flight Into Terrain (CFIT).

What are some of the factors involved in CFIT accidents, and what precautions can be taken to avoid CFIT accidents?

Reference: AC 61-134, General Aviation CFIT Awareness

Answer:



Among the factors involved with CFIT accidents are:

- Loss of situational awareness
- Wire strikes, many of which occur below 200 feet AGL, and are not associated with agricultural application
- IFR procedural mistakes
- Surprisingly, the majority of CFIT accidents occur in day VFR

Suggested techniques for avoiding CFIT accidents include:

- Using simulators to improve familiarity with approaches
- Proficiency training, including the Wings Pilot Proficiency Program
- Maintain a minimum of 2,000 feet AGL while in flight



EAA IMC Club

Question of the Month



You're about to depart on an IFR flight and although icing is not specifically forecast for your area, conditions include visible moisture and temperatures nearing freezing.

At what point should you turn on your pitot heat?

References:

FAA-H-8083-15B (10-32), Instrument Flying Handbook
AC 91-74B, Flight in Icing Conditions.

Answer:



Pitot heat should be turned on whenever there is a possibility of icing conditions.

- Includes situations where the temperature is at or below freezing and there is visible moisture, such as clouds, rain, or fog.
- Pitot heat helps prevent ice from forming on the pitot tube, which could lead to inaccurate airspeed readings.

Note: pitot heat is an anti-icing device, not a deicing device. This means it should be activated before ice starts to form, rather than after ice has already accumulated.

Answer:



Best practices: Suggested pitot heat should be turned on prior to departure. (10-32 of FAA-H-8083-15B, Instrument Flying Handbook)

Some Pilot Operating Handbooks provide specific guidance as to use of pitot heat.

- For example, the Before Takeoff Checklist - Piper PA-46 says to turn on pitot heat for flight into icing conditions when visible moisture below +5 degrees C is anticipated or encountered.

Cessna 150 Cross-country Delivery!



- **Dave Gardner**

Next Meeting:



July 22nd

- Third Sunday
- Planned for Ron Angerman's hangar?
- Lunch ideas?



Last minute Items:



- Other old or new business
- Announcements or requests
- Questions?
- Comments



Meeting Closure:



Thanks for “dropping in” today
& supporting YOUR chapter

- Again, thanks to Ron for hosting today's meeting
- As always, let's help Ron put up tables & chairs when we are done
- Please be safe flying/driving out
- Motion to Adjourn the Meeting?



The End !



