



President's Corner

How many of you have used the 50/70 Rule of Thumb or have even heard of it? This is a valuable tool for pilots to aid in a safe and efficient takeoff and highlights a pilot's understanding of aircraft performance.

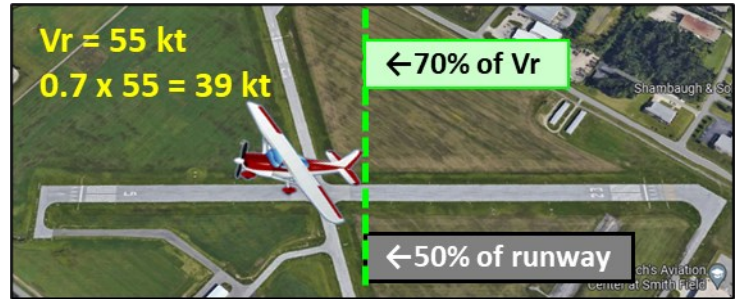
Let's explain the 50/70 Rule of Thumb a bit:

The 50/70 Rule acts as a crucial safeguard during takeoff, particularly in smaller aircraft.

It allows pilots to promptly evaluate if the aircraft is accelerating correctly to the runway length and atmospheric conditions

So what does this mean? Reviewing the illustration above, and applying this rule to my Cessna 172 as an example, my V_r is 55 knots, so I should aim to be at approximately 39 knots (70% of V_r) halfway down the runway. This quick check is not just practical but could be of vital importance to making a safe takeoff.

It's important to remember that while the 50/70 Rule is an excellent tool for enhancing pilot judgment, it should be used in conjunction with the aircraft's Pilot's Operating Handbook (POH). It



complements these resources, providing an additional layer of safety and awareness during the critical phase of takeoff.

This rule becomes of vital importance when you consider the non-linear nature of acceleration during takeoff. As speed increases, so does the rate of runway consumption.

Not achieving the required speed at the runway's midpoint could mean the remaining runway won't be sufficient for a safe takeoff and obstacle clearance. Therefore, knowing when to abort a takeoff becomes as crucial as executing it.

Please join us at the Ivy Tech Aviation Center for the February 8, 2024 Chapter Meeting at 7 PM. This month Andre Malloy will speak on Crew Resource Management.

Paul Camp - President

Are you a pilot? Are you building an aircraft? Are you an aircraft owner?
Are you just "plane nuts" about aviation?
If so, then join us! Visit our website at www.eaa2.org and click on "Join EAA2"

Coming Events:

Thursday February 8 — Ivy Tech Aviation Center at Smith Field.

- No VMC Club meeting!
- Chapter 2 Gathering, 7:00 PM. Andre Malloy will be speaking on Crew Resource Management. Mr. Malloy is a commercial airline pilot and a certified flight instructor.

Thursday March 14 — Ivy Tech Aviation Center at Smith Field.

- VMC Club, 6:30. Topic TBD.
- Chapter 2 Gathering, 7:00 PM. Topic TBD.

Saturday April 13 — Annual Chapter 2 Banquet at Vintage 37 Clubhouse, Dekalb County Airport. Member Recognition, awards, short presentations from Air Academy Scholarship recipients, and pot-luck dinner. The Chapter will provide a main dish, beverages, and table service. Please bring a dish to share.



2024 Membership Renewal

Now is the Best Time to Renew Your Membership with EAA Chapter 2 for 2024.

Your support of and participation in EAA Chapter 2 can enrich your aviation interest and understanding, as well as that of aviation enthusiasts of all ages.

Your support and participation also helps promote aviation throughout the broader community.

Membership renewal is easy, using the interactive form on the EAA 2 [website](http://www.eaa.org). Dues can be paid online via credit card / PayPal.

Alternately, you can mail your printed form and check to:

Geoff Robison
6278 County Road 27
Auburn IN 46706

Individual memberships are **\$20**.

Family memberships are **\$30**. This covers two adults and all children in a family.

Student memberships are **FREE** to those under 19 who are EAA members, which is free to them. See www.eaa.org/membership for details on how to join the EAA as a student.

Newsletter options. Emailed newsletters are **FREE**. If you want a printed newsletter, please add **\$12** to your membership dues to cover the costs of printing and postage.



The Official Newsletter of EAA Chapter 2



February 2024, Volume 69 Issue 2

I dropped out of engineering school to become a pilot. I later enrolled in the Army's flight school, graduating first in my class. Outside of aviation, I helped design a watch to assist with pilot navigation, and a pump that led to the development of the heart-lung machine. I have a February birthday. Who am I? Answer next month.

By U.S. Army Air Corps photo
(Graduation photo, USAAC Flight School, Kelly Field, TX) - <http://collections.mnhs.org/cms/display.php?irn=10753935>, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=11574465>



Last month: Armand Dufaix (1883–1941) was the first pilot to fly the length of Lake Geneva in Switzerland.



VMC CLUB — JANUARY ANSWERS

BY LARRY ZEPP, VMC CLUB COORDINATOR

Question 1. *What are the FAA requirements regarding acting as PIC after SCUBA diving?*

The FAA does not have any specific regulations regarding flying after diving; however, FAR 61.53 prohibits a pilot from operating an aircraft if the pilot knows of a medical condition that would make them unable to meet the requirements for the medical certificate necessary for the pilot operation. For those not requiring medical certification - make them unable to operate an aircraft in a safe manner.

Having been scuba diving could be considered a known medical condition that could affect a pilot's ability to safely operate an aircraft.

Guidance for divers on flying after diving is provided by the Divers Alert Network, which recommends:

- A minimum of 12-hour surface interval before flying after making a single no-decompression dive.
- A minimum of 18-hour surface interval before flying after making multi-day or repetitive no-decompression dives.
- Substantially longer than 18 hours before flying after diving involving mandatory decompression.

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EAA Chapter 2 Encourages and Promotes Sport Aviation and Aeronautical Education in Northeast Indiana

Chartered October 1, 1956

www.eaa2.org www.eaa.org www.youngeagles.org www.smdairport.com

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LOOKING AHEAD YOUNG EAGLES 2024

The 2024 Young Eagles schedule has been released! All events are Saturdays, starting at 9:00 am.

May 64— VAA 37 @ Dekalb County Airport

May 11 — EAA 2 @ Smith Field

June 8 — EAA 2 @ Smith Field

June 15 — VAA 37 @ Dekalb Airport

August 10 — EAA 2 @ Smith Field

August 24 — VAA 37 @ Dekalb Airport

September 21 — EAA 2 @ Kendallville Airport (C62)

VMC CLUB — JANUARY ANSWERS

Question 2. *Can installing your cowl plugs wrong cause a crash?*

Forgetting to remove the engine cowl plugs can cause a rapid overheat and engine seize. From the cockpit, you can't tell if the cowl plugs are still in place. Looping the strap or rope over one blade of the prop causes the cowl plugs to be thrown off when the engine starts.

Best Regards,
Larry Zepp

DO THIS!



Chapter 2 2024 Officers and Directors — See Website contact page if info not listed

President — Paul Camp (260) 416-1991

Email: President@eaa2.org

Vice President — David Resler (260) 402-3480

Secretary — Laramie Resler (260) 402-3478

Treasurer — Geoff Robison (260) 437-5579

Email: treasurer@eaa2.org

Young Eagle Coordinators — Laramie and David Resler

Web Editor — Kevin Stahl

Flight Advisor — Craig Brown (260) 437-7616

Email: craig@cbrownonline.com

Technical Counselor — Pat Garvey (317) 652-7161

Email: fpg11612@gmail.com

Airmail Museum Liaison and Publicity — Mark Beck

Homebuilt Support — Larry Zepp (260) 348-0336

Email: Skyking6500@gmail.com

Newsletter Editor — Brian Thomas (260) 577-6767

Email: brianthomas1999@gmail.com