



**Franklin Aero Club  
EAA Chapter 1377  
February 2004**

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**NEXT MEETING  
DUATS Presentation by Bryson Trumble  
March 20th  
10:30AM Franklin Airport**

If you didn't come to the last meeting, you missed the NASA brief by Donner Grigsby, pina colodas, a bbq dinner (thanks to everyone that helped Karen and Woody), and watching everyone play twister and hula hoop. There are lots of pictures from this day going up on the website. We had a great time in our Hawaiian attire. Glenn Edwards won the 50/50 drawing and donated his \$42 in winnings back to our treasury. Tommy Ellis donated a *Shelby Performance Aviation* t-shirt for the drawing, which Jimmy Gray won. Jimmy then let us auction it off to the highest bidder. Hope you like your new shirt Glenn!!!



**Website for Franklin EAA Aero Club**  
<http://members.aol.com/franklineaa/>

## From our chapter member Tim Riddock:

Hello my Fellow Aviation Friends, I want to let you know how glad I am to be able to tell you the following. I took off Saturday, Feb. 7 at 10:40 A.M. for a flight around Isle of Wight and Surry counties and in less than 10 minutes I noticed my windshield was getting foggy and my first thought was water from the spinner due to recent rain. I soon realized that it was oil and then I began to see what I thought was smoke but proved to be oil mist. I executed a 180 at an altitude of about 1,300 feet I radioed the airport but at five and a half miles out, just two miles from downtown Suffolk, my engine shut down. I had targeted a field, maybe not the best but I stuck with it and came up short of the clearing by about 30 feet. My mains caught the trees, nosed her down, and spun me 180 degrees, settling me among some I guess to be 3 to 5 year old hardwood saplings. It was a harvested area, very saturated in water and cat claw briars. I landed upright with damage to the engine, prop, left wing, mains, fire wall, horizontal stabilizers and the pilot's door. I did secure the fuel on the way down and there was not a fire but with 3 and a half hours of fuel on board there was plenty to saturate the area through the overflow tube. I flew the plane all the way down with my constant thoughts being fly the airplane.

With no apparent injuries I gathered what I could from the plane and all but waded to the clearing to lay down my belongings and go back to look for my telephone. It was lying in the weeds but usable. By this time search planes had heard my announcement of going down but due to the excitement I couldn't manage my hand held so I got my location from my GPS and called the airport. All of my friends had heard my call over the radio and had set in silence until they heard from me. Fire and Rescue, Rescue Squad, City and State police found me due to an elderly black man with a cell phone who was nearby and called 911. I was taken to the hospital and all of the above personal and hospital staff very professionally and promptly attended to me. They even gave me Michael Jackson preference and shielded me from three news media stations plus the papers. The Dr. released me and told me what to look out for and I had to go back to the off airport emergency landing site to await the arrival of the FAA Inspector. He arrived after 3:00 P.M. and we went back to the sight which was about a mile and a half back down a private lane which I believe was as much as one to two feet deep in mud. The Inspector gave an initial evaluation but didn't want to continue the investigation until the plane was removed to a better platform from which the inspection could be performed. Numerous phone calls all of Saturday evening and soon after 7:00 on Sunday A.M.!

I flew a Cessna 172 with an Instructor friend at my side Sunday P.M. so as to get back in the saddle. We flew to the site and hopefully the pictures I took will turn out. I met with the FAA Inspector again on Monday A.M. at 7:00 to provide him with more requested info and stopped by my place of employment to touch base with my associates. One kind hearted individual went to the extra effort en route to stop and purchase me an "IN-FLIGHT EMERGENCY AND CRASH-LANDING SURVIVAL KIT" all wrapped up in one package: an ultra 1000 sheet roll of 'Big Roll' white bathroom tissue. The Captain of the Search and Rescue team told me that the media could be a means of promoting a positive image concerning aviation; it was up to what I would have to say that could have a bright presentation. Just shortly after getting home and contacting my Insurance Agency, Channel 13 News called requesting an interview which I with great hesitation consented to. Forty five minutes later they were in my front yard. I now am by the phone awaiting the Claims Adjuster's call whose office is located in Arizona. The interview was not slanted against General Aviation as I had questioned. It was late Monday before I heard from an Insurance Adjuster out of Arizona and he gave me the name of a guy from Atlanta who is in the salvage business. The FAA is not finished with the investigation and as of Tuesday the Salvage guy said he would arrive and have it removed Wednesday A.M. We had rain Monday night. I have been able to rent a hanger at the airport to secure the plane until the FAA has finalized their report. I haven't been sore and I did work 6 hours on Tuesday but anticipate spending all of Wednesday removing the plane to the airport. As I've told the media and the papers I attribute my walking away to the presence of my God being with me. I valued life before this incident and even more since. It's a joy to hear the laughter of my wife and children around me knowing that their is not grief for them to endure. They support me and are a great encouragement.

Tim

## 2004 Sun 'n Fun EAA Fly-In

EAA members wishing to fly to Sun 'n Fun, (Lakeland, Florida) April 13-19, 2004, should become familiar with arrival/departure and safety procedures as published in the FAA NOTAM. Information can be found at <http://www.faa.gov/NTAP/NTAP04FEB19/AS04001.HTM>

### LAKELAND AREA FREQUENCIES

USE	FREQUENCY
Lakeland Arrival ATIS	134.35
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Lakeland IFR Ground Control	127.1
Sun 'n Fun EAA Ground Advisory	126.4
Lakeland VOR	116.0
Warbird Parking Advisory	125.025
Lakeland UHF	254.35
Lakeland Tower North	127.7
Lakeland Tower South	119.25
Lakeland FSS	122.05
Plant City Tower April 13 - 18, 0900 - 1700 LCL Plant City UNICOM and CTAF (Other times)	127.6 123.0

