
EAA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

September, 2018

Checklists are important...even for the professionals!



We will see you at the ARC...10:00 am Saturday, September 15!



Friends and fellow aviation enthusiasts,

September sure started out on a soggy note. Our Young Eagles event was canceled due to rain nearly all day Friday and Saturday, September 7 & 8. When it wasn't raining, cloud floors were at or below VFR minimums. It was a good decision to cancel the event. Nevertheless, there was a Boy Scout Merit Badge clinic held at our Aviation Resource Facility (ARC) at Smartt Field. Hopefully, the weather will improve for the rest of the month, and next. We're about to become very busy!

This article will outline several of the events coming up. It's important our members are aware of them, and hopefully we'll get a lot of volunteers from our chapter to help with them.

The next thing coming up is our September 15 Regular Chapter 32 Meeting. This important meeting will be the jumping off point for the coming activities. I urge our members to attend if possible. We will outline in more detail the events, and will be recruiting volunteers to staff them.

Our Movie at the ARC on September 29 is one not many people have seen. It's a 2001 release titled "DARK BLUE WORLD". The movie is a story about a couple Czech pilots who, during WWII, escape to England and fly for the RAF against the German Luftwaffe. The movie also includes a love triangle with the Czech pilots. I understand there's a lot of flying with Spitfires and BF-109s along with clips from other movies intermingled. I haven't seen this one, and look forward to it. The movie originates from Czechoslovakia, and English is dubbed in for the American Release (I think). This is a Pot Luck social event. Dinner will depend on what people bring. Also, bring a comfy chair. And bring your spouse or significant other. And kids. We'll all have a good time. This is an aviation chick flick...with lots of flying. Look for the advertisement in this newsletter. Here's a link to the movie trailer:

[Dark Blue World Trailer](#)

Things really take off in October. Creve Coeur Airport is holding their second Open House on Oct 6. Chapter 32 will be participating along with EAA Vintage Chapter 39. Our Chapter 32 will be holding its last Young Eagles event of the year. We will also be providing a food service fund raiser to sell and serve food to the public who come to the airport. Last year, the chapter flew on the order of 69 Young Eagles, and raised over \$600.00 with the food service fund raiser.

President's Corner

by Dave Doherty

We'll need lots of volunteers to be successful. Our Young Eagles people will need to be out in force, as we'll all be quite busy. In addition to all that, Vintage chapter needs volunteers to help staff the event. They need assistance with the museum, parking, crowd control (to some extent), etc. We'll be signing up volunteers for the event at our September 15 meeting. If you plan on volunteering for this event, please come to the meeting. If you can't make it to the Sep. 15 meeting and would like to volunteer, let me know either by email (president@eaa32.org) or phone (636) 240-5982.

October 13 & 14 is the Spirit of St. Louis Air Show & STEM Expo. Chapter 32 has been recruited to participate. We'll need as many volunteers as we can get to staff our exhibit area. The Air Show Committee will provide a 20' X 20' tent, six 8' tables, and a couple dozen chairs. We will not be bringing any tents, as requested by the Air Show Committee. Chapter 32 will use the tent provided to promote EAA and turn part of it into the "EAA Aviation Theater". We'll be making several presentations:

- "Flying Clubs can make Flying Affordable" and
- "How to Get Your Pilot's License"

In addition to the presentations, Chapter 32 has been provided space for several aircraft (3) to display. We're looking for volunteers to display their aircraft at the event. The planes will be roped off from the public, and will need to stay for the duration of the event. It's preferred the Chapter show planes arrive Friday morning (9/12) due to a number of larger aircraft also arriving on Friday. Volunteers will get free admission to the event. Otherwise, tickets to the event are available for sale online only. Chapter 32 must provide a list of volunteers at least a week prior to the show. We'll be signing up volunteers for the event at our September 15 meeting. If you plan on volunteering for this event, please come to the meeting. If you can't make it to the Sep. 15 meeting and would like to volunteer, let me know either by email (president@eaa32.org) or phone (636) 240-5982. There will be no exceptions to the volunteer list once it is finalized.

At our October 20 Regular Chapter 32 meeting, nominations for President and Secretary will be closed. Nominees will be published in the November newsletter, with the election done at the November meeting.

As in past years, the annual Smartt Field Open House will be held on the last Saturday in October (Oct 27). St. Charles Flying Service will be conducting their annual "Pumpkin Drop" competition. EAA32 will have its annual open house, and will also conduct a food service fund raiser. This is a big event, and seems to be growing every year. EAA32 will also be recruited to help with parking and crowd control. Here again, we'll be looking for as many volunteers as we can get. We'll discuss this event in depth at our October 20 meeting.

As mentioned several times above, there is an important Chapter 32 meeting coming up Saturday, September 15 at our Chapter 32 Aviation Resource Facility, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field), at 10:00 AM. It's important to attend. There are a lot of activities coming up in the next several months before summer fades into fall and winter. These will be discussed in detail at our next meeting. I'm extremely proud of Chapter 32 and the Volunteerism it is well known for. We'll be asking for help on these events. Come on out to the meeting and get involved. It's gratifying and fun.

There are also some even funner things coming up:

The CAF is having their 30th Annual Hangar Dance on Friday evening, Sep 15. There will be prizes, historic aircraft, and great Big Band Music provided by the "Sentimental Journey" band. Many of our chapter members go to this event and have a lot of fun. The big hangar at CAF is the venue. There is food available, a silent auction, a contest involving people in WWII period costume, dancing and lots of fun. At one of the band's intermissions, they turn out the lights and crank up the engines on their B-25 and TBM. There's nothing like the sound of those big radials roaring with blue flames coming out the exhaust pipes. My bride Cindy and I plan on being there. I hope to see you too!

You won't want to miss the 23rd annual Fly-In and car show at the St. Louis Regional Airport (Alton). On Saturday Sep 29, take a close look at warbirds, antique aircraft and automobiles on display. On Sunday Sep 30, free flights will be offered for kids ages 8-17, sponsored by Young Eagles EAA Chapter 864. Free admission and parking. For more information, call (618) 259-2531. Note: EAA32 has been invited to help fly Young Eagles at this event.

Thanks to everyone for working so hard to make EAA Spirit of St. Louis Chapter 32 what it is. We're the Spirit of Aviation in St. Louis! It makes me proud. You should be too.

Blue Skies, and I'll see you at the next meeting!

Dave Doherty

September Young Eagle Rally

Just a short note on our rally which was a little hampered by the weather this past Saturday. Watching the weather forecast prior to this past Saturday it was evident we were not going to be flying, so with much dismay we decided to post a note on the chapter #32 website Thursday letting our potential guests know we would not be able to fly. It must have worked because the only visitors we had were the 7 boy scouts there for Laura's merit badge class. While they were disappointed, Laura did still hold the class and they all received their merit badge sign off from her. The boys certainly understood the situation, and most of them will probably be back at the event scheduled for Saturday, October 6th at Creve Coeur airport. This will be our last event of the season and will be held in conjunction with their 2nd annual open house.

Last year was the first in many years that we returned to this open house and we were very busy. Last year at this event we flew almost 80 kids and the airport is suggesting that this year it will be even larger. We will also be providing food for the event. So mark your calendars for October 6th and come out and enjoy the day. Thanks for all your support for our Young Eagles program this year and hopefully with mother natures help our last event of the season will be a great ending.

Rick May

August Meeting Minutes

Dave Deweese

August's meeting began with the Pledge, Dave Doherty presiding.

There was no meeting last month due to Oshkosh so no minutes to approve.

Don gave the Treasurer's report including checking and savings account balances.

Visitors include Emma and Phil, moved from Georgia, commercial pilot and aerospace engineer. Stephan and his mom, one of our Young Eagles, is in attendance and is interested in becoming a pilot.

Airventure was a few weeks ago; quite a few chapter members attended. Dave got caught up in a 3.5 hour holding pattern thanks to soggy runways. He ended up at an alternate airport and tried again the next day. It only took one and a half hours on the Monday, mostly waiting for Mooneys to arrive.

Rick May was not here today but has a candidate for Youth Camp this year. We try to send someone annually. Victoria has a letter from our last candidate, she read one letter from Scott Cameron and another from Nicole Schneider regarding Wesley, reporting that she's back this year as a counselor and is enjoying her time in college. (Nicole's at SLU to be an airline pilot, Dave reports she's close to getting her private pilot's license.) Wesley thanks us for sponsoring his trip. He noted that the food's particularly good, and spoke highly of the counselors and his fellow attendees.

Rick arrived and debriefed: we flew 49 kids over the event. Laura gave a merit badge presentation. He notes that the newsletter article gives a run-down of year-to-date totals per pilot. Reminder: October's event is in Creve Coeur. Don Jonas mentioned that our only runway was 9-27, but we pulled it off neatly. Dave worked with Dennis to make the runway available, and St. Charles Flying Service was temporarily at Creve Coeur so we didn't have that extra traffic. Rick mentioned our possible candidate; he'll be writing a letter of interest and says we're still open to candidates. We need to reserve a spot in the advanced course by October/November.

Chris mentioned that he and Victoria met with Young Eagles staff while at Oshkosh. He's working with them on the new comic book character. Sounds like other chapters are taking and selling photographs, there's a professional outfit that will take digital files and print the pictures.

Dave got a message from Tim Dempsey, they got a Cessna 172 carcass from Wings of Hope. They're going to paint it up like Avoirre's plane and use it for display purposes as we do with the Sonerai.



Our picture display case is filling up. See Lisa Miano if yours is not up there. We've filled in the empty space with action shots and there's room for more portraits.

We've got some projects going on.

- Chris and Victoria recently received their fuselage kit. Chris reports they picked it up and was surprised how small the container was. Evidently it can go together in as little as 1 to 3 days. He'll provide a date for the days he plans to do assembly.
- Bert's Thatcher CX-5 is coming along: the vertical tail is now in place.
- Art Zemon's BD-4 is pretty close to finished. Engine baffling is in progress. He feels he could be done in a month if he didn't have to work doing the day. He mentions that Rich Emery's been a big help with the baffling project.
- The 6-Alpha club is back underway. The flying club paperwork is complete and sent away, the next documents will be 501c7 to the IRS. Aircraft disassembly is done, the modifications are complete, and reassembly is underway. Dave asked if anyone knows about fiberglass, Ron Burnett recommends finding a sheet metal person to do the canopy fairing.
- Dave McGougan's plane is over at SkyLink. He's picking up the primer at Wick's on Monday, and guesses he'll have it ready by springtime.
- August 25, next Saturday, is our moving: High Road to China.
- September 8 is our next Young Eagles rally here at Smartt. The weather will likely be good so we anticipate lots of attendees.
- The September 15 event in Washington, MO, has been canceled for runway work.

- Ron Burnett has food cards for Shop & Save and Dierberg's. He reminded us of the Schuck's program as well, and Dave mentioned smile.amazon.com.
- Our next Board of Directors' meeting will be here on September 22.
- This year we open nominations for chapter secretary and presentation. Nominations close in October, November's the vote. If you're thinking about running let Dave know.
- October 6, Vintage Chapter 39 will be hosting an open house at Creve Coeur. We'll fly Young Eagles. Last year we made a nice profit selling food.
- October 13 and 14 we'll have a presence, and do some seminars, at the Spirit of St. Louis Air Show. We'd like to get some planes in to exhibit, and need volunteers to help out.
- October 22 is the chapter meeting.
- October 29 is the annual Pumpkin Drop and Chapter 32 Open House. We'll sell food again and

are looking for a committee chairman as this is a big event.

- September 15 is the CAF Hangar Dance. Tickets \$20 in advance, \$25 at the door.
- December 8 is our holiday event, we need a chairman for that event as well. Bob Murray volunteers himself and his wife for another year. Last time we met at Creve Coeur and it was a really nice event. Dave will give Jack Pelton a call to try and arrange a speaking gig.
- Ron put his 1/6 share (\$15,000) of the RV-12 up for sale if you're more interested in flying than building. Note there's an application to join the flying club.

Dave bought some sub sandwiches in anticipation of a presentation that did not materialize, please stick around and socialize.

Editor's Corner

We can do better...

By now you have all had a chance to read Chapter 1387's newsletter. My hat is off to Lynn Weber and the folks up there in Troy, because they are putting out a superb publication. It looks great, but more importantly there is plenty of variety with articles and member participation.

I (your friendly editor) have been doing this newsletter since 1999 when it was a printed paper with crude black and white photos that arrived by snail mail. I am by no means tired of it, but I feel the format and layout has become a bit stale. This is mainly because as a page designer I'm a pretty good technical writer. I have a powerful desktop publishing program that is a lot more capable than I am, so I welcome suggestions. I don't want to copy 1387's format, but it would be nice to improve the look of ours in some way. This is especially true, since as we are e-mailing it, the newsletter is closer to being a web page than a printed broadsheet. We are able to make it any size we want, and there is no restriction on the use of color.

As for content, I could probably surf the 'net and find stuff that interests ME, but it would be better if my audience sent me articles and pictures that interest THEM. I know that there are projects being worked on, and if you don't want to send me photos and text I will be happy to visit your project. Unlike Mr. Zemon, I don't have a day job to spoil my fun any more.

So I'm asking for help. I'm sure there is somebody out there with an artistic eye who could really improve the looks of this publication, and I know a lot of you would be proud to share your works in progress with the rest of us. Something else to consider...this newsletter doesn't only go out to our members. We share it with the airport management, both FBOs, the FAA, a couple other chapters, and the EAA at large. I think it would be cool if we had something that would really grab them!

Thanks for listening, and please e-mail me with your suggestions/articles/photos, etc.: newsletter@EAA32.org

Jim Bower
EAA Chapter 32 Newsletter Editor

Executive Committee Meeting Minutes

September 9, 2018

Attendees: Dave Doherty, Don Doherty, Jim Bower, Dave Deweese.

167 kids flown so far, weather issues have kept numbers down so far: we may get a good number in Creve Couer in October.

Do we want / can we afford to send someone to Air Academy? Per the last meeting Rick has a candidate. We will plan to send one.

Looking for a volunteer to keep the display board updated, track who is or is not included. Dave will maintain in the interim.

I (Dave Deweese) have a schema and am looking at free online database sources. We'd like to have a common list. I'll try to have something to show by the next executive meeting. Jim has a need for a mailing list and the ability to create a roster. Don has various financial functions in mind.

Bill is looking into various purchases related to safety, he's not at this meeting.

Planning to convert the Pollywagon fuselage as a vehicle for flight simulator.

Bill's at work on updates for door codes.

Dave's working on a building shutdown procedure to post at the exits.

Bert's Thatcher is in progress, not sure of a projected completion date.

Chris Ward's Zenith: awaiting a date for completing the fuselage.

Dry erase board in the office needs replacement. Don suggested one that folds out. He'll look into a newer board.

We're also looking into a large fan. Dave thinks they're around \$170 at Harbor Freight. Don notes that we might wait for a discount at Harbor Freight then buy, Dave and Don will look into this.

New business:

EAA HQ would like to see increased participation in the Flying Start Program, efforts to increase chapter membership and help people get pilot's licenses. We might have a joint effort with St. Charles Flying Service or other local airports. Don suggests a regional approach on the last point: if someone's interested and lives in a given municipality we could direct them to one of several airports.

Dave would like some new or replacement items for chapter promotion. He's looking for a vendor that could sell us signs, flags, etc. Don mentioned application forms. Dave has asked HQ about pamphlets and forms. A pre-made packet of materials to hand out at events would be useful.

Upcoming events:

No guest speaker for 9/22 meeting, Dave's looking for a candidate.

Last movie night is 9/29.

10/6 is the Vintage Chapter open house. Young Eagles,

10/13 and 14 is the air show, they'll provide a 20 x 20 tent. Dave and Rick will give two seminars on both days. We'll also have space to display two or three aircraft.

10/20 will be our meeting at which we'll present candidates for the 2018 election.

We'll help with parking and sell food at the Pumpkin Drop at the end of October.

Chapter election is in November.

The holiday party is in December.

Next board meeting, we'll target 12/1 at 12:00 pm.

Don notes that the front door needs some work: it doesn't close itself. Dave will add this to the check-out list.

MOVIE AT THE ARC THIS MONTH

Dark Blue World

When? Saturday, September 29, 2018

Social Hour and Pot Luck Dinner (Bring a dish) starting at 6:00 PM

Movie Starts around 7:00 PM –

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

1610 Grafton Ferry Rd (Smartt Field),
Portage Des Sioux, Mo (St. Charles County)

Here's one you probably haven't seen!

THE STORY:

Dark Blue World (Czech: Tmavomodrý svět) is a 2001 film about Czech pilots who fought for the British Royal Air Force (RAF) during the Second World War. The screenplay was written by Zdeněk Svěrák, the director's father. The film stars Czech actors Ondřej Vetchý, Kryštof Hádek and Oldřich Kaiser. British actors include Tara Fitzgerald, Charles Dance and Anna Massey.



PLOT:

March 15, 1939: Germany invades Czechoslovakia. Czech and Slovak pilots flee to England, joining the RAF. After the war, back home, they are put in labor camps, suspected of anti-Communist ideas. This film cuts between a post-war camp where Franta is a prisoner and England during the war, where Franta is like a big brother to Karel, a very young pilot. On maneuvers, Karel crash lands by the rural home of Susan, an English woman whose husband is MIA. She spends one night with Karel, and he thinks he's found the love of his life. It's complicated by Susan's attraction to Franta. How will the three handle innocence, Eros, friendship, and the heat of battle? When war ends, what then?



Release date: December 30, 2001 (USA)

Running time: 103 minutes



FOR SALE



1/6TH EQUITY OWNERSHIP IN VAN'S RV-12 N32YE
SPIRITS OF AVIATION FLYING CLUB

\$ 15,000

Rotax 912ULS
Dynon Skyview Touch EFIS
Two Axis Autopilot W/Expert Panel
ADS-B In and 2020 ADS-B Out
Total Time 600+ hours

Current Flying Club Charges
Fixed Cost: \$93/month insurance and hanger
Operating Costs: \$8/hour plus fuel

For additional information contact Ron Nicholson
Phone: 636 441-5024

LONG EZ FOR SALE

75% complete

Fuse is on wheels, canopy is glassed and cut out but not finished on the inside. Wings are 80% complete, need tip sails mounted and finished on the inner side next to fuse. All the major parts are built. One GU canard and one complete Rans canard built by Dennis Olman. Lots of parts go with it, electric pitch trim, nose gear actuator and speed brake. Cozy Grrrls controls, engine mount, nav lights and power supply etc. Pre made strakes with baffles, Carbon cowl, upper and lower from a Berkut. 1 complete original set of plans.

\$18,000 with a 500 hour 0-360 out of a Cardinal (no books but have some docs from servicing FBO) Owner died and family wouldn't let go of the books. Engine is currently mounted. \$9500 for engine by itself, \$8500 for plane and parts, without engine.

Contact: Al Jones 314-498-6982 St. Louis Mo. Area



Learning as we Go

“The Checklist or a to Do List- You Make the Call”

mr. bill

During our initial flight training we all did that first preflight with the aid of the checklist in the aircraft manual. But after time we just walked around looking at the items that really could get us in trouble. Leaking engine oil, or leaking brake fluid or some area of damage on the plane will affect us. Most schools have a maintenance shop that has seasoned people who can fix or repair the situation you find. In the Big Jet Business we are regulated by the Big FAA boyz and girls and some of the new FAA recruits will Ramp Check you and will want to do the Pre-flight with you. That is why in my inside jacket pocket I have both the inside/outside aircraft pre-flight checklist. You never know when someone will ask, “How do you know what to check?” Basically we learn to SEE things that are not right.

If you have a checklist you can say that you are following the approved manual.

We learn to fly by doing things by repetition. After a while we work out a procedure or a method that works for us with flying. Things like clip boards, stop watches, and flight bags. Flying night freight in a Cessna C-310 aircraft I came up with my “Universal Checklist” that covered all the items that I needed to check.

These Cessna C-310s all had different instrument panel layouts so you may spend some time looking for the avionics master switch to turn on the radios. Not bad but with just a little confusion like that a pilot could “get out of their flow” and forget something like the pitot heater (airspeed pick up tube) on a cold and rainy night, and there was the missing link of why the airspeed stopped indicating.



<u>PREFLIGHT</u>	<u>PRE-TAKEOFF</u>
PAPERS	BRAKE - ON
INSTRUMENTS	THROTTLE
VOR'S	GAUGES
PREFLIGHT	CARB HEAT
BAGGAGE DOOR	MAGNETO'S
	PROP CYCLE
<u>STARTING</u>	THROTTLE
BRAKE - ON	CONTROLS CHK
SEATS + BELTS	FLAPS
TRIM TABS	DOOR
FUEL SELECTOR	LIGHTS
MIXTURE	FUEL PUMP
PROP	RADIO
THROTTLE	INSTRUMENTS
MASTER SWITCH	BRAKE - OFF
FUEL PUMP	<u>RUNWAY</u>
BEACON	BRAKE - OFF
START	X - FONDER
OIL PRESSURE	PITOT HEAT
FUEL PUMP	T/O TIME
RADIOS	WIND DIRECTION
CIRCUIT BRKR'S	HEADING
TIME CHECK	OIL PRESSURE
BRAKE - OFF	RPM

<u>LANDING</u>	<u>SHUTDOWN</u>
ATIS	ELECTRICAL
APPROACH	MASTER SWITCH
G GAS	MIXTURE
U UNDERCARRIAGE	MAGNETO'S
M MIXTURE	FLIGHT PLAN
P PROP	<u>STL APP</u>
S SWITCHES	NORTH 124.2
• FUEL PUMP	SOUTH 126.5
• LAND LITE	
• SEAT BELTS	
<u>AFTER LANDING</u>	<u>TRANSPONDER</u>
FLAPS	<u>CODES</u>
• WING	1200 - VFR
• COWL	7600 - RADIO
FLASHES	FAILURE
• ATC	7700 - EMERGENCY
• STROBES	
FUEL PUMP	
FAN	
KSET 437'	122.7
1HØ 463'	122.8
KSUS 463	ATIS 134BT 24.75
KCPS 413	ATIS 21.45 T 19.925
KALN 544	28.0 T 126.0
KSTL 618	25.02 118.5

When I later flew and trained pilots in the Gates Learjet 25 and 35 series aircraft we taught a “quick check” that was recited out loud as we taxied out. First let me set the situation for you. I flew eight legs a night and when we came into certain cities we did NOT shut down the right engine of the Learjet to remove the large bags of canceled checks. I would leave KSTP (Downtown St. Paul) at 1830 land in KDSM (Des Moines, IA) roll up to the ramp with the left engine shutdown, set the brakes and the co-pilot would open the door and several large bags of paper bank checks heading to the DSM private banks and some for the Federal Reserve Bank left the airplane. The words DONE were spoken and CLEAR was heard as the bags from the DSM private banks and Federal Reserve entered the jet with loud bangs and grunts from the loaders. When the pick ‘em up trucks cleared the jet’s wing, the door was closed and locked, the co-pilot raised the cargo net, while I ran the weight and balance numbers. Read that as we have 3,000 pounds of fuel and maximum cargo weight in back! I would start the taxi out and also start the left engine and the co-pilot would jump in his seat, buckle up, and with the left engine running, HE would recite this checklist

AND TOUCH EVERY ITEM ON IT!

SPOILERS: retracted and the (warning) light is out

FLAPS: 20 degrees show 20 degrees

PRIMARY TRIM: On. Elevator, Aileron, and Rudder set

T/Rs: (Thruster Reversers) Tested and armed

PRESSURIZATION: On and altitude set

CBs: (Circuit Breakers) IN

AIRSPEED NUMBERS: Set. Usually for max weight

These were the standard call outs as we headed for the runway for takeoff. Mind you the time between stopping on the ramp and starting to taxi again was usually less than three minutes! It was a QUICK TURN! We did not have time for this conversation:

<https://www.youtube.com/watch?v=RTHBCYk10KQ>

As I said doing this eight times a night, four nights a week we were well oiled machines and FLOWED well together as a crew.

But today I am in my Piper Tri-Pacer. Using a flow:

FOR TAKEOFF: Use the checklist, but as you prepare for takeoff do a FLOW. From right to left. Right door closed, mixture RICH, Trim SET, Radios SET, side vent LATCHED. You get the idea.

C.I.G.A.R.T.I.P works in the open cockpit birds:

Today we are in a Stearman and the checklist just flew out the cockpit: But CIGARTIP works:

C: Controls, freedom of movement

I: Instruments

G. Gas

A: Altimeter

R: Runup of engine

T: Trims elevator, aileron, rudder

I: inside/out doors checked

P: propeller and passengers briefed

Now I am instructing in an RV-12 with an owner pilot. Flying only one airplane makes this easy. Do your RIGHT to LEFT-FLOW: Fuses. Ignition

TOP to BOTTOM flow: CANOPY-Latched, FLAPS-UP (Visual look out and check them) THREE GREEN on the Dynon: the T/O Trim position for takeoff, the Canopy closed green light, and the Wing Pins installed green light.

But leave the LSA RV-12 for a 200+ mph RV-10 with more systems an avionics makes things happen faster. Just follow your arrival checklist: 25 miles out get the weather from ATIS and start to slow down the plane and cool your engine by reducing the engine revolution by 100 rpms per minute until you get into the traffic pattern.

G U M P S! What is this? Today with 20,000+ hours of flying in big and small things, I will ALWAYS mutter out loud GUMPS in every machine.

G- GAS ON THE FULLEST TANK

U- UNDERCARRIAGE DOWN AND LOCKED. I was taught and teach that you do NOT let go of the gear handle until you see three green lights for the gear.

M- Mixture full rich for the landing and go around.

P- propellers are pushed FULL forward for landing

S- seatbelts, switches: fuel pumps and landing lights

As a CFI no matter what airplane I am in I do the GUMPS. It is fun to say: UNDERCARRIAGE: bolted down or down and welded. Remember the word from the first part of this newsletter: COMPLACENCY

I have been fortunate. One Tuesday night (the second night of night flying is usually the toughest trying to get back into the swing of the “night shift”) while flying in a night freight Piper Cheyenne II, I was turning final on runway 6 at Burke Lakefront Airport about 0430 in the morning when over the radio I heard, “Landing Gear” and I looked and I had not put the gear down. It was more disbelief that I forgot to remember, that I stared at the lever for a moment, put the gear down, and said THANKS on the radio. The reply came back was, “What did you say?” I am not sure WHO or WHAT said those words but I was thankful for them. Now having adult supervision, I mean a co-pilot, things are easier. Sometimes.

What about Sailplanes and Gliders? Same thing:

A- ALTIMETER

B- BALLAST

B- BELTS

C- CONTROLS

C- CABLE

C- CANOPY

D- DIVE BRAKES

D- DATA start your timing device

D- DIRECTION of the wind for turning back to the airport in case of emergency.

Well class, hopefully we all can take something away from this. We are not superhuman. We all get distracted by things. The sterile cockpit at the Jet Job has pilots ONLY talking about SAFETY OF FLIGHT information below 10,000 feet. WE need to stay focused for at least the first 3 minutes and the last 8 minutes of the flight. Hopefully we can FOCUS for that long. But there are those TCAS and ADSB distractions that can take us away from the mission! FOCUS GRASSHOPPER!

Q? How much can the takeoff run increase with Density Altitude?

A: A plane’s take off run can increase approximately 25% for every 1,000 foot increase in Density Altitude. Something to think about out here at Smartt Field with 18/36 closed on these 95+ degree days.

EAA CHAPTER 32 NEWS
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Check out our fantastic Web Pages at

WWW.EAA32.ORG

Laura Million, Web Designer

While you're there, take time to join the
Yahoo Groups to help you stay abreast of
Chapter happenings!



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