

Chapter 732

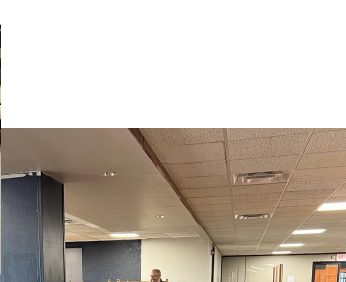
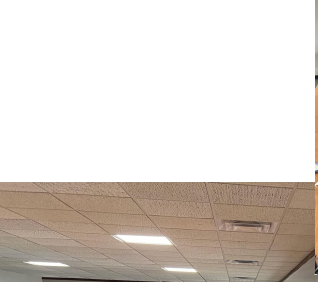


March 17th Meeting

Drake Field
11:00-3:00p.m.
Chili Fly-in

Send newsletter items to: ea732newsletter@gmail.com





A Message from Chapter 732 President



Hi everyone. Well this month's meeting will be our Chili fly-in. Hours of 11 to 3. If things slow down before that we will probably quit early. I'm not expecting members to stay the whole time. But I'm hoping many will be ambassadors and mingle with our guests. Let's do our best to make them feel welcome.

For sides please bring things like some shredded cheese or chips. Or anything that will fit with the chili. I'll be there for the duration so if anyone needs to talk some chapter business feel free to grab me.

Thanks, Rich

EAA Chapter 732 - Treasurer's Report, March, 2024

Period: 02/12/2024 – 03/11/2024

Previous Balance: \$2,380.15

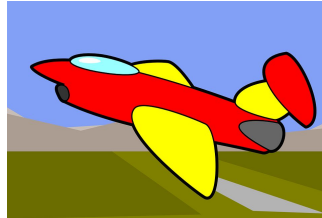
Deposits: \$ 79.00 dues and donations

Withdrawals: \$ 69.73 Meal supplies

Current Balance: \$2,389.42

2024 Membership dues received: 27

Randy Doughty
EAA Chapter 732, Treasurer



FYI: March meal will be the Chili fly-in.

Hello everyone. Just a gentle reminder that it is time to pay your 2024 dues. Dues are still only \$20. You can pay your dues at the March chapter meeting or you can send me a check.

If paying by check, make the check payable to: EAA Chapter 732.

Send check to the address below.

I look forward to seeing you at the upcoming meetings.

Randy Doughty
EAA Chapter 732, Treasurer
15939 Windsock Ln
Fayetteville, AR 72704
479-426-7922

Pietenpol Progress

Submitted By Gerald Resh



Made the first flight 2/25/24. Now has about 8 hours on it. Cruise is around 68mph, stalls at 40.

Chapter Video Link and More

Chapter Video Link

<https://eaa.brightcovegallery.com/chapters>

EAA Chapter 732 Shirts and Hats - Order Deadline: March 17, 2024

It's time again to place your orders for our EAA Chapter 732 shirts and hats! YAY !!

The shirts & hats will have the EAA logo and our chapter number & location:

Chapter 732
Northwest Arkansas

The chapter must meet quantity minimums for each item #:

Each shirt type requires a minimum qty of 6
Each hat type requires a minimum qty of 12

Note: prices do not include tax and shipping.

Please place your orders with me no later than Sunday, March 17.

See me at the March meetings.

Randy Doughty
EAA Chapter 732, Treasurer
479-426-7922

On behalf of the FAA FAASTeam:

Thu, Mar 28, 2024 at 18:00 CST Drake Field
Airport FBO

During this seminar we will discuss the
following areas related to Rotorcraft
Operations:

Common errors during practical tests
Teaching Private and Commercial privileges
and limitations
Flying Inadvertent into IMC
Meteorology Q and A Main Terminal Training
Room

Thanks,

Jared M. Rabren
Airport Director
Fayetteville – Drake Field
jraben@fayetteville-ar.gov
T: 479.718.7644

Young Eagles Flight Date Change to April 27th at ASG

Good Afternoon EAA Members,

We have a change in the date for the Springdale Fly-in and YE flight.

It will be Saturday April 27th (in lieu of the 20th)

We have the Heritage Girl Aviation Merit Badge Flight still on April 6th.

Please update your calendar!

See you at the airport,

Rick

Too Windy?

BY BRUCE LANDSBERG (AOPA)

The amount you should accept depends on your experience!

When the winds blow, the risks increase for light aircraft operations. The single leading cause of accidents involves loss of directional control during takeoff or landing. The AOPA Air Safety Foundation's General Aviation Weather Accident Safety Review shows that over an 11-year period the National Transportation Safety Board identified wind as a primary cause of more than 2,800 accidents. These occurred primarily on landings, with takeoff being the second most likely phase of flight for wind accidents. Some might argue that wind isn't "weather" in the traditional sense of the word, but rapidly moving air marked by airmets and measured in steeply packed isobars isn't chicken soup. If there is a bright spot in all this, the accidents seldom cause more than minor injuries because the aircraft is moving relatively slowly and is generally in a landing or takeoff attitude sort of.

Crosswinds and gusts accounted for about 80 percent of the difficulty, according to the NTSB. Pilots coming out of hibernation in March and April seem to have more trouble, which is logical because these are windy months in most parts of the country. As the earth heats up, the temperature differential between cold and warm areas causes frontal systems to move. Fronts, highs, and lows bring wind. Pilots often haven't been flying much in the winter or have flown only in stable conditions.

With reasonable proficiency and adequate runway dimensions, you should be able to handle surface winds up to 15 knots. The actual crosswind component might be around 7 or 8 knots. Defining reasonable is one of those devilish details, and it seems that pilots are frequently overconfident right up to the point of impact. Flight instructors say that one of the toughest maneuvers to teach is crosswind landings, partly because of the difficulty in scheduling the crosswind where and when you need it.

It also depends on how much of the wind is actually cross and whether it is gusty or smooth. In some parts of the world, a 25-knot wind is less challenging than 15 knots because of terrain and obstacles. A smooth wind right down the runway can help rather than hinder both takeoffs and landings. When the blow exceeds 20 knots, you must be on top of your game, and above 25 knots is for serious players only.

How much wind should you accept? There are some questions to ask yourself. How much training have you had in crosswinds? How long have you been flying, and where? How long have you been flying the particular aircraft? Have you flown it in gusty conditions before? When was the last time you flew in wind? Were you in command the whole time or just a passenger along for the ride? There is no dishonor in opting for more instruction, if needed, and for most of us it is a good investment.

The aircraft itself is also a part of the process. Some aircraft are just better in the wind than others. Traditional wisdom says that low wings handle wind better because it is less likely to get underneath the wing, and the center of gravity is lower. Statistically, this hasn't been proven that I'm aware of. Cessna built tens of thousands of high-winged machines in Kansas, where the winds are anything but gentle. There were no particular ill effects, but their test pilots also knew how to fly.

There is no question that tailwheel airplanes are a bigger handful in the wind. The accident history seems to bear this out. There are two reasons. First, the aircraft sits at a positive angle of attack (AOA) and is more susceptible to gusts than one where the wing is parallel to the ground. An aircraft with a negative AOA will stay on the ground for as long as needed, but a positive AOA may lead to an early liftoff before enough speed is gained to ensure controllability.

The ground loop is not as common an occurrence with tricycle-gear aircraft, but anyone who has checked out in tailwheels knows all about it or will shortly. The center of gravity is aft of the landing gear, so the aircraft is directionally unstable on the ground. Get sloppy on landing, correct too slowly with rudder as the aircraft starts to swerve, and become a passenger while centrifugal force takes over and slings the tail sideways. With luck and a slow speed, the outboard wing may not contact the ground. The tricycle gear has done wonders in reducing wind-related accidents, and yet the encounters continue.

Demonstrated crosswind component is a favorite test question for examiners to ask. It is the highest wind observed during certification testing of the airplane, not what it is theoretically capable of handling or a limitation governing the aircraft's operation. As a guideline, particularly for new pilots, consider it limiting. To find the number, look in the pilot's operating handbook under "speeds for safe operation." Some of the numbers are impressive: for the Cessna Skylane RG, 18 knots; Beech Sierra, 17 knots; Bonanza V35, 17 knots; Cessna 172, 15 knots.

If your aircraft was built before 1975, you probably won't find the speeds in the POH. But there's an alternative. A 1965 copy of the FAA's Flight Training Handbook recommends using 20 percent of the stall speed as the maximum allowable, so an aircraft that stalls at 60 knots can handle a direct crosswind of 12 knots.

Some aircraft will demand less of pilots in the wind than others. This has to do with wing loading and response. A heavier airplane generally will ride better in turbulence because it doesn't respond as quickly to the gusts and eddies of air. We frequently make matters worse by overresponding and are often late on corrections, so just as the natural stability of the airplane is about to kick in, the pilot adds a full load of control input. It's enough to make you reach for the barf bag. A light touch generally does the job.

The runway length, width, and alignment are considerations as the wind gets strong. If it's right down the slot, then life is generally good except in cases of wind shear. We'll get to that in a moment. A wider runway obviously leaves more margin when it comes to avoiding runway lights, rougher terrain, and other obstacles. In extreme cases, pilots have angled the aircraft across the runway to reduce the crosswind component. That is pushing the limits.

Is there any surface contamination? That's the professional's term for snow, ice, or standing water. They all reduce the coefficient of friction on touchdown which means that the wheels will slide sideways more easily.

A longer runway means that extra stopping distance is available to compensate for the slightly higher approach speed necessary to handle a strong crosswind. The rule of thumb is to add half the gust factor while on the approach. For example, winds at 15 gusting to 25 provides a gust factor of 10 knots, so add half that, or five knots, to your normal approach speed. Some pilots have difficulty dividing by two when in a crosswind so they add in the full gust factor plus some extra just to be sure. Then you can be confident that the landing will be entertaining. Do not expect to achieve the book numbers for a short-field landing during a strong, gusty crosswind.

What about shear? Shear occurs when the wind changes direction, speed, or both within a very short distance. It can cause an aircraft to stop flying. Although we normally think of shear near thunderstorms, it can be serious on a gusty day, depending on wind strength and terrain surrounding the airport. The aircraft's power-to-weight ratio is a factor, as is the speed with which the pilot responds to the shear. Then it depends on how quickly the aircraft reacts. We'll spend more time on this in a future column. For now, if there is a sudden drop in airspeed or you get that sinking sensation, add lots of power quickly and pull up. If it's a serious encounter, go around and perhaps look for someplace else to land.

If you'd like to sharpen your skills, go out to the airport some Saturday morning when a front has just gone through, and watch for awhile. Do some Saturday-morning quarterbacking and then go fly with a CFI. With some practice and a little help from the resident pro, you'll be handling the Zephyrs, Chinooks, and Santa Anas in no time

Bruce Landsberg is executive director of the AOPA Air Safety Foundation. Read the foundation's Operations at Nontowered Airports Safety Advisor, available online or as a downloadable PDF for more information on wind in the traffic pattern

Link to AOPA article

<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwiEmrq1mfeEAxXX3skDHVvTArwQFnoECCMQAQ&url=https%3A%2F%2Fwww.aopa.org%2Ftraining-and-safety%2Fstudents%2Fsolo%2Fskills%2Ftoo-windy&usq=AOvVaw2fH1-LWtAQQ368-Lxcqgd0&opi=89978449>

EAA 732 is inviting you to Recurring scheduled Zoom Meetings.

Topic: 732 meeting

Time: 01:00 PM Central Time (US and Canada). Every month on the Third Sun, until Dec 20, 2026, 34 occurrence(s)

Mar 17, 2024 01:00 PM
Apr 21, 2024 01:00 PM
May 19, 2024 01:00 PM
Jun 16, 2024 01:00 PM
Jul 21, 2024 01:00 PM
Aug 18, 2024 01:00 PM
Sep 15, 2024 01:00 PM
Oct 20, 2024 01:00 PM
Nov 17, 2024 01:00 PM
Dec 15, 2024 01:00 PM

Jan 19, 2025 01:00 PM
Feb 16, 2025 01:00 PM
Mar 16, 2025 01:00 PM
Apr 20, 2025 01:00 PM
May 18, 2025 01:00 PM
Jun 15, 2025 01:00 PM
Jul 20, 2025 01:00 PM
Aug 17, 2025 01:00 PM
Sep 21, 2025 01:00 PM
Oct 19, 2025 01:00 PM
Nov 16, 2025 01:00 PM
Dec 21, 2025 01:00 PM

Jan 18, 2026 01:00 PM
Feb 15, 2026 01:00 PM
Mar 15, 2026 01:00 PM
Apr 19, 2026 01:00 PM
May 17, 2026 01:00 PM
Jun 21, 2026 01:00 PM
Jul 19, 2026 01:00 PM
Aug 16, 2026 01:00 PM
Sep 20, 2026 01:00 PM
Oct 18, 2026 01:00 PM
Nov 15, 2026 01:00 PM
Dec 20, 2026 01:00 PM

Please download and import the following iCalendar (.ics) files to your calendar system.
Monthly: [Click link for monthly calendar:](#)

Click link to join Zoom Meeting:

[Join Zoom Meeting](#)

Meeting ID: 870 0511 5133

Passcode: 876706

One tap mobile

+19294362866,,87005115133#,,,,*876706#

US (New York)

+13017158592,,87005115133#,,,,*876706#

US (Washington DC)

When You Need to Fly Somewhere!

March 16 - Berryville, AR - Carroll County Airport (4M1) 3rd Saturday BREAKFAST EVENT!! 8:00 - 10:00 AM. Farm fresh scrambled eggs, sausage patties & links, flapjacks, sweet tea and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. Contact: 870-423-8393.

March 16 - Pine Bluff, AR - Grider Field Airport (KPBF) fly-in breakfast 3rd Saturday of every month. Our specialty is eggs anyway you want them, from fried to eggs Benedict. You should try our omelets. Come enjoy your breakfast in our WWII style Officers Club. A \$8.00 donation gets you all you can eat. Contact: Sara Works (870-543-9933) email: works_sara@yahoo.com

March 17 -** A Sunday Event ** Fayetteville, AR - Drake Field (KFYV) EAA Chapter 732 St. Patrick's Day Chili Lunch 11 AM - 3 PM \$10.00 Donation to support Chapter activities.
Contact: Elizabeth Resh Email: fly4girl@gmail.com

March 23 - North Little Rock, AR - North Little Rock Municipal Airport (KORK) The 4th Saturday of the month is coming up soon. From 8:00 till 10:00 we will keep our big buffet bar stocked with loads of mouth watering delights.. We would appreciate a \$10. Donation, kids half price, so bring the whole family. Stay comfy in the heated and air conditioned and squeaky clean hangar. Fly or drive in. Cars use gate 20. Questions ? 419 360-7414

April 6 - Morrilton, AR - Morrilton Municipal Airport (KBDQ) 9:00 AM until all food is gone. Fly in or Drive in. Recurring Breakfast Sponsored by EAA 1590. EAA Meeting after Breakfast., Unicom 122.8. Contact: 501-472-1197

April 6 - Springdale, AR (KASG) Free Ground school first Saturday of every month.

April 6 - Ponca City, OK- Ponca City Regional Airport (KPNC) - Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30 AM.. The requested donation is \$10 adults, \$5 children under 12. (and well worth it). Sponsored by the Ponca City Aviation Foundation on the first Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884 email: ou444@yahoo.com

April 6 - Haskell, OK - Haskell Airport (2K9) EAA Chapter 671 is hosting a Young Eagles rally. Free airplane rides for kids ages 8-17. For more information, contact Matt Steward (918) 857-8428. To register, <https://youngeaglesday.org>.

April 8, 2024 - Solar Eclipse activities at various airports along the Eclipse path. .

andya@diamondcity.net



EAA T-shirts and Patch for Sale



\$10



\$5

WEALTH

Paul Howard Poberezny

PAUL HOWARD POBEREZYNY

“As a result of EAA, I have become a millionaire because I have a million friends through aviation.”

Send your newsletter items to:
eea732newsletter@gmail.com

