

Chapter 732



December 17th Meeting

**Drake Field
1:00 Potluck
1:30 Meeting**

Send newsletter items to: ea732newsletter@gmail.com



A beautiful photo captured
by Bill Smith at around 8:45
on 11/18/23 in route to
MO32.



A Message from Chapter 732 President



I hope everyone is getting ready for the holiday. I would like let everyone know that we have a new member David Snell who has agreed to be our tech counselor. David is also a DAR. He is excited to be a part of the chapter. I would also like ask everyone to fill out the chapter survey sent by national. We receive credit for every one of these. See you on Sunday.

Thanks, Rich

EAA Chapter 732 - Treasurer's Report, December, 2023

Period: 11/13/2023 – 12/11/2023

Previous Balance: \$2,236.54

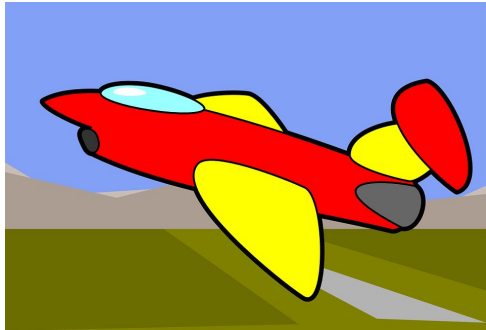
Deposits: \$ 147.00 dues and donations

Withdrawals: \$ 422.00 EAA annual chapter renewal fees

Current Balance: \$1,961.54

Randy Doughty
EAA Chapter 732, Treasurer

FYI: December meal will be provided by Bill Keating.



Hello everyone. Just a gentle reminder that it is time to pay your 2024 chapter member dues. Dues are still only \$20. You can pay your dues at the December 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

Justin @ Reno



Flying the Icon A5

Submitted By Mark Hutton

I was able to secure a demo ride from Icon in the A5 amphibious aircraft for Abby and myself. It was a blast. The platform on each side of the aircraft made ingress and egress easy. Sitting in the cockpit is like being in a sports car. That is probably due to Icon enlisting BMW to design the interior. The Icon people rented an Air B&B on Lake Austin (Austin, TX) where they set up their cool custom dock for the A5. We attracted a lot of attention on the lake as we taxied in and out of the staging area. Besides looking cool, it is very cool to fly. The A5 really preforms for a 100 hp (Rotax 912) aircraft. The takeoff distance on land is 640' and on water is 840'. The runup consists of switching to one set of mags with its own fuel pump then switching to the second set of mags with the second fuel pump. You take off and land with full 30° of flaps. Water takeoffs start off with full power (5800 RPM) until you get the aircraft on step, then you back off the power, to 4200-3900 RPM depending on the wind, until lift off. It is a responsive aircraft.

The Icon instructor really pushed looking at the Angle of Attack (AOA) for flying the airplane. He really did not reference airspeed much at all other than flap extension speed. Icon had an accident in 2017 where the Chief Test Pilot and lead Engineer and another employee were killed when they accidentally turned into a box canyon on Lake Berryessa in California. The accident inspired Icon to develop a quick turn maneuver referencing the AOA where the pilot pulled back on the elevator pitching aircraft up until the AOA was just below the Red, tilted over into a steep turn (maybe 60 to 70°) and pulled back on the stick. It seemed like we turned on a dime. This sharp turn maneuver leads up to the power on stall demonstration. The instructor set the power at 3300 RPMs and pulled the elevator back full. The AOA went to the very top which was into the red. The aircraft pitched steeply up and began to buffet in a very aggravated stall. As I waited for a wing to drop and possible spin, the instructor said "Look, we still have aileron authority. We can even roll the aircraft right and left and it will not stall". He demonstrated that and told me to try it without rudder input. So, I did. I had full aft elevator and rolled the aircraft left and right with no rudder input. There was a whole lot of shaking going on, but we did not drop a wing. I was amazed!

Coming in for landing at about 4' above the water we made the final power adjustment. Again, the instructor only referenced the AOA. He had me keep the AOA on the white line, which is in the middle, and we let the aircraft settle in to the water. Maybe there is something to the AOA theory of flying, because I greased my first and only water landing.

I absolutely loved flying the Icon A5. If they were not so expensive, I think I would have to have one.



Chapter Video Link and More

December Video Link

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

I hope everyone is enjoying the holiday season so far.

Each year EAA chapter members have the opportunity to participate in the chapters survey. It's a chance for you to let us know how our chapter is doing.

Please take a few minutes to complete the online survey by clicking on this link:

[Chapter Survey](#)

See you at the next chapter gathering, Dec 17.

Randy Doughty
EAA Chapter 732, Treasurer

Good evening Chapter 732 friends. This is a quick reminder of the chapter meeting that will be held this coming Sunday, 12/17 at the Drake Field Terminal Building. Potluck will start at 1:00 pm with the meeting to start at 1:30. Bill Keating will be bringing an eighteen pound turkey. Rich Rost will bring ham and Dee is making a couple deserts. Plan your sides that you bring accordingly as it sounds like we will have quite a feast. We may have a few additional guests as the hangar tenants at Drake have been invited to join us. We hope for good attendance at the last meeting of 2023 and look forward to seeing everyone!

Gary Moore
EAA 732 Vice President.

Winter Flying for Airplanes and Pilots



NOVEMBER 15, 2018



BY HAL BRYAN

IN FLYING TIPS.

As the first snows fall here in Wisconsin and the temperature drops well into the low double-digits, it's time to think seriously about winter flying. In this part of the country, storms tend to move through the area, so, between blizzards, you get a lot of beautiful days of blue sky and unlimited visibility. And this is not to mention the improved performance that all of that nice, dense, dry air brings with it.

I've lived in Oshkosh for several years, but I've done most of my 30 years of flying in places with much milder winters; so, when I wanted some tips about cold-air aviating, I sat down with EAA's Flight Training Manager Joe Norris, a longtime pilot and CFI who regularly flies year-round. It was a good discussion, and we came up with a few tips to make sure both airplane and pilot are well-prepared.

The Pilot

Any time we fly, we have to consider the possibility, no matter how remote, of an off-airport landing. On a nice and sunny summer day, landing in a field somewhere could often be simply inconvenient, with the biggest problems behind you once you safely get out of the airplane. In the short and bitter cold days of winter, that inconvenience could quickly turn in to a legitimate survival situation, so keep that in mind as you plan your route.

So, what do you bring with you? Well, there are the obvious common sense things like a jacket, hat and gloves, a survival blanket, some food and water, a fire starter of some kind, and a multi-tool like a Leatherman or a Swiss army knife. A dedicated tool for cutting seatbelts and shoulder harnesses is a good idea, as is another one for breaking your way through a cracked or jammed canopy.

You should think about a backup battery and/or a solar or hand-cranked charger for your cellphone, or, if you're flying in a really remote area think about investing in a satellite phone or messenger device. Signaling devices are smart, too, like a mirror, chemical light sticks and maybe a flare gun. There's a company that makes a giant reflective streamer, billed as a passive signaling device that looks promising as well.

Don't Forget Your Feet

Some pilots are pretty particular about what kind of shoes they wear in the cockpit, but thin, light shoes that are great for rudder pedals are terrible for hiking back to civilization. Get a decent pair of boots, and do some practice taxiing and pattern work in them before you head off on a mid-January cross-country.

Don't Bring It – Wear It

The most important thing about what you bring isn't what you bring — it's where you put it. That multi-tool doesn't do you any good if it's in the baggage compartment and you need it to help extricate yourself from the cockpit after an off-airport landing. Get a jacket, or at least a vest, with lots of pockets, and keep the things you might need most on your person at all times.

Remember the bush pilot's maxim: "If you're not wearing it, it's just camping gear."

The Airplane

As much as airplanes love to fly in cold air, the oil in your engine isn't wild about it. As temperatures drop, the oil gets thicker and more viscous, and it becomes much harder to circulate it through the engine. The fact that metal components of the engine itself will contract, even slightly, in the cold can compound the problem, especially in areas of already close tolerances. Because of these things, we need to think about warming the engine and keeping it warm.

A Heated Hangar is a Happy Home

The best thing you can do to prepare your airplane for winter flying is to keep it in a heated hangar. If you're planning a winter cross-country and need to overnight along your route, try to make arrangements for a hangar, even if it costs a few bucks. If the airplane does end up outside overnight, be sure to check for frost. The rule of thumb for frost is this: if you can see it or feel it, you need to remove it. Brush it off with a broom, or get the airplane into a heated hangar for even half an hour or so. And remember that there might be moisture in places you can't see, so be sure to carefully check for full control travel, inspect your wheels and brakes, etc. And while you're looking at the wheels, check your tires — cold temperatures bring low tire pressures.

The Engine Deserves a Blanket Too

If you're going to a fly-in or for a \$100 hamburger and the airplane is going to sit out in the cold for a few hours, bring an engine blanket and install it after you park. This will trap some residual heat and slow the engine cooling considerably. Not only that, if you do end up off-airport, an engine blanket actually makes a great mini-shelter if you just pop your head through the hole where the prop normally goes. You'll look silly — not to mention warm, happy, and alive.

Warm it Up Before You Start it Up

Preheating the engine is an option as well, and is generally advised when the temperature is less than about 45 degrees F (7 degrees C). While some airplanes that are regularly used in cold weather may have electric preheaters built in, it's more common to find a gas-fired or electric preheater. Some of the electric ones have thermostats and/or timers and can be safely plugged in the night before you fly, and some people have developed remote triggers where they can send their preheater a text message and turn it on or off remotely.

In a pinch, an engine blanket and trouble light with an incandescent bulb can help warm things up. Using carb heat while the engine is warming up can help incrementally, too, but bear in mind that carb heat air isn't usually filtered. This means that you don't want to do this if you're parked in the dirt or on a snow covered ramp, because you'll risk pulling debris or moisture into the engine.

Winterize It

There are factory winterization kits available for a lot of airplanes that cover the oil cooler, restrict airflow to the cylinders, and otherwise plug some of the holes. In the E-AB world, you may have to experiment a bit. Plenty of pilots find that some judiciously applied duct tape can make a big difference. One word of advice if you do use the duct tape method — remove it after every flight. If you leave it on all winter, then it might be stuck on for life, or, if you do get it off, then it'll take some paint with it.

Everybody's Got One

There are a lot of different ways to prepare your airplane for flying while frigid, and even more opinions about when and how they should be used. Just remember that safety always trumps convenience, and if you need some help or advice, talk to an A&P or an experienced CFI, just like I did. If you rent your airplane, then you should talk to whoever maintains it about their recommended winter procedures, what sort of oil they use, etc.

And, finally, revisit your personal minimums. You almost certainly have them already with respect to crosswinds, visibility, and ceilings, and density altitudes in the summer, so add minimum temperature to that list in the winter. For a lot of pilots in this part of the country, that minimum is somewhere between 15 and 20 degrees F (-9 to -7 degrees C). As with all personal minimums, set them and then respect them.

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, 47 occurrence(s)

	Jan 21, 2024 01:00 PM	Jan 19, 2025 01:00 PM	Jan 18, 2026 01:00 PM
	Feb 18, 2024 01:00 PM	Feb 16, 2025 01:00 PM	Feb 15, 2026 01:00 PM
	Mar 17, 2024 01:00 PM	Mar 16, 2025 01:00 PM	Mar 15, 2026 01:00 PM
	Apr 21, 2024 01:00 PM	Apr 20, 2025 01:00 PM	Apr 19, 2026 01:00 PM
	May 19, 2024 01:00 PM	May 18, 2025 01:00 PM	May 17, 2026 01:00 PM
	Jun 16, 2024 01:00 PM	Jun 15, 2025 01:00 PM	Jun 21, 2026 01:00 PM
	Jul 21, 2024 01:00 PM	Jul 20, 2025 01:00 PM	Jul 19, 2026 01:00 PM
Dec 17, 2023 01:00 PM	Aug 18, 2024 01:00 PM	Aug 17, 2025 01:00 PM	Aug 16, 2026 01:00 PM
	Sep 15, 2024 01:00 PM	Sep 21, 2025 01:00 PM	Sep 20, 2026 01:00 PM
	Oct 20, 2024 01:00 PM	Oct 19, 2025 01:00 PM	Oct 18, 2026 01:00 PM
	Nov 17, 2024 01:00 PM	Nov 16, 2025 01:00 PM	Nov 15, 2026 01:00 PM
	Dec 15, 2024 01:00 PM	Dec 21, 2025 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:

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Meeting ID: 870 0511 5133

Passcode: 876706

One tap mobile

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

US (New York)

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US (Washington DC)

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.”

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