



# October 2016

# Chapter

# 732

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## A Note from Randy

Hope everyone has been out enjoying this great fall flying weather! I know the last four weekends Gerald and I have put almost 10 hours on the Defender with plans to go to Byrd's this coming Saturday. We have been to Tenkiller, Airman's Acres, Springfield/Kingsley and even found time to fly local as well.

It is that time again when we need to nominate officers for the chapter. Please think about if you would be willing to serve the chapter as an officer.

We also will be discussing future plans for our space at the museum.

Hope to see everyone at Wedington on the

The October meeting will be at Wedington Woods at 2:00pm Sunday, October 16<sup>th</sup>. A brisket and soft drinks will be waiting so bring a dish to share!





# October 14, 15 & 16

## The ALL RV Gathering

### Petit Jean

On line registration: <https://www.surveymonkey.com/r/TSFBDKH>

We want you to have a reservation for the coolest and possibly largest **RV Only** gathering in the country! The thing that really makes it cool is that it's all about you. We don't have vendors.... we don't have sponsors.... we just have volunteers who like to share the fun we have flying those terrific airplanes and the friendships we develop along the way. The important thing to understand about Petit Jean is that all we try to do is facilitate a fun gathering of like-minded folks. Our only mission is for you and yours to have a terrific weekend on the Mountain, an easy RV good time.... that you bring a friend, meet an old friend, make a new friend, and share the RV passion. We do this because we think RVs and RV people are special and the *RV Gathering* is what that is all about! Please check out the following links for more information or contact us directly at [PetitJeanFlyIn@gmail.com](mailto:PetitJeanFlyIn@gmail.com) or [BillSchlatterer@sbcglobal.net](mailto:BillSchlatterer@sbcglobal.net).



**October 14-16 – Ozark, AR –Byrd’s Backcountry Airstrip (Lat: 35 40’ 37”N Long: 93 43’ 59”W)** Eleventh Annual Autumn Fly-in. 2 grass runways along the Mulberry River in Arkansas. Beautiful scenery in remote setting. New riverfront restaurant, cabins, RV hookups, under-wing camping, and large restroom with hot showers. Phone contact: 479-667-4066 You can Google Byrd’s Adventure Center for additional information.

**October 14-16, 2016 – Natchez, MS – Hardy-Anders Field (KHEZ)** Mooney Mite fly-in and the Natchez Great Mississippi River Balloon Race. For information contact Mike Thompson Phone: 601-334-0317 or email: [mooneymite51@gmail.com](mailto:mooneymite51@gmail.com) for Balloon Race info see: <http://www.natchezballoonrace.com/>

**October 14 \*\* 2<sup>nd</sup> Friday Event – Joplin, Mo – Joplin Regional Airport (KJLN)** 11:00 AM to 2:00 PM; Join Alpha Air Center for their second Friday Lunch. The menu theme varies with the season. For more information contact Ashley @ 417-623-3113 or email [info@alphaaircenter.com](mailto:info@alphaaircenter.com)

**October 14 \*\* 2<sup>nd</sup> Friday Event - Lonoke, AR - Country Air Estates (1AR9)** 6:00 PM to 8:00 PM A recurring Hot Dog, Burgers & Brats cookout at the South West end T hangars the 2nd Friday each month. Come and enjoy good dogs and hangar talk. Fly in or Drive in. Donations go to improve the field. Phone Contact Dave Rottman 231 225 2845 or email [apdlox@gmail.com](mailto:apdlox@gmail.com)

**October 15 – Berryville, AR – Carroll County Airport (4M1)** Fly-in or drive-in breakfast from 8:30 till 11:00am. Eggs, sausage, pancakes, juice/milk **\$5.00** for **All You Care to Eat**. Fuel is **\$2.99** per gallon 100LL. This will be a reoccurring event the 3rd Sat of each month. For info call 870-423-8393 or 870-423-7854

**October 15 – 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 \$7.00 donation gets you all you can eat. Contact: Gerald @ 870-377-2728 or email: [gwloyd@hotmail.com](mailto:gwloyd@hotmail.com)

**October 22 - North Little Rock, AR – NLR Airport (KORK)** Unicom / CTAF 123.075: EAA chapter 165 Super Breakfast by donation on the 4th Saturday every month. Starts at 8:30 and goes until everybody is stuffed. We strive to make it a Super Breakfast by having all the usual things you expect plus whatever extras we can dig up like blueberry pancakes, French toast, hash browns, fresh fruit, omelets and eggs cooked to order. Our cooks love to surprise you with something they thought up. Come hungry and leave overloaded. There is usually RV formation flying by Bulldog Flight right after breakfast, ride along or fly with them. Contact Marvin Homsley 419 360-7414 or email: [marvin@buckeye-access.com](mailto:marvin@buckeye-access.com)





SOUTHWEST MISSOURI PILOTS ASSOCIATION PRESENTS

Helicopter Rides Available  
for Purchase!!



NEOSHO, MO FALL FLOUR BOMB FLY-IN

OCTOBER 22, 2016 – KEOS



Flour Bomb Entry Fee - \$15  
Grilled Lunch - \$5  
Helicopter Rides Starting @ \$20



Make plans to join the Southwest Missouri Pilots Association for their Fall Flour Bomb Fly-In on October 22, 2016. Entry fee to the Flour Bomb Competition is \$15 and includes three bombs. All competitors must attend the pilots briefing prior to the competing. Briefing will be held at 11am, with competition to start at 1pm. Trophies will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> place winners. Grilled lunch will be available to purchase for \$5. Helicopter rides will be available to purchase, starting at \$20 per person, for a two/three person load. Some restrictions may apply. Many aircraft will be on display. Bring the whole family for a day of aviation fun! Airport is located at 1400 Terry Johnson 1400 Terry Johnson Dr, Neosho, MO 64850 – Identifier KEOS

Follow this event on Facebook: <https://www.facebook.com/swmpilotsassociation>



## Zenith CH 801 Airplane for sale - \$54900

N801ST- four place experimental aircraft.

Engine is completely rebuilt angle valve Lycoming HIO-360 E1AD (fuel injected) with just over 60 hours on the engine and airframe.

Hi capacity oil cooler

60 gallon fuel tanks

Remote mount oil filter

Belly pod with 2 access doors with empty weight of 47 pounds

Individual tank fuel filters and selectors

Firewall mounted sump pump

VG's wing and elevators

Dual controls

Manual flaperons

Naugahyde upholstery

Full engine and accessory access-4 door custom cowling

Flip up cabin doors with bubble windows

Raised and Curved (extra headroom) tinted Lexan roof

Custom removable instrument panel

Lexan windshield with custom retainers

Strobes

landing/caution lights

Under wing lights

panel lights

10 inch Dyon Skyview with full engine monitoring-EGT and CHT plus fuel flow/totalizer and

synthetic vision

Electric trim

Icon Comm

Garmin- X-ponder

Skyforce moving map GPS

4 place intercom

Redundant fuel and oil pressure gauges

Strut Fairings

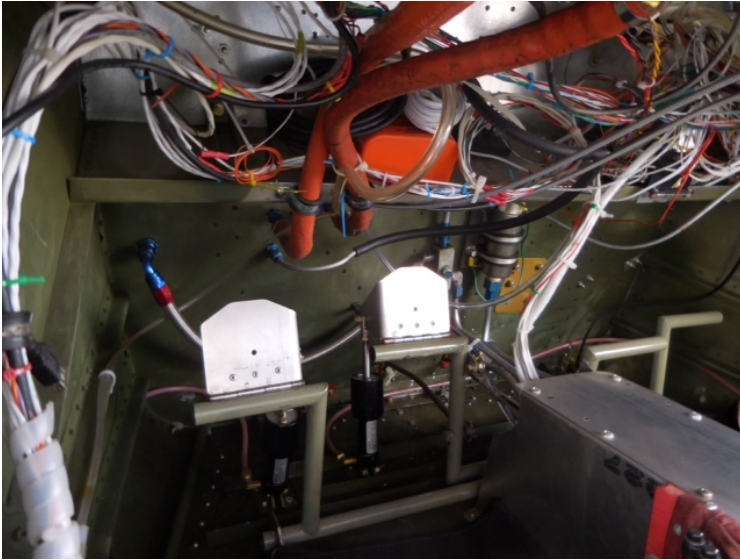
Custom attach point fairings

Custom tail attach point fairings

Tow bar

The building logs with photos and all equipment documentation and accessories are included





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# Pilot's Tip of the Week

## *Using Flaps on Crosswind Landings*

Featuring Wally Moran - [view profile](#)

### **Subscriber Question:**

"I fly a C172. I was taught to use the first notch of flaps abeam the approach end of the runway on downwind, add the second notch on base, and add the third notch after turning final. In gusty/x-wind conditions, I feel more comfortable not using the final (third) notch. What are the pros and cons of this variation?" - Paul O.

### **Wally:**

"Flaps are simply a tool to be used by the Pilot in Command. So don't be reluctant to adjust your use to fit the situation. If you find it more comfortable to land with less flaps in a gusty crosswind condition, you should do that unless there is a POH prohibition against it.

In gusty crosswind conditions, many pilots feel a higher approach speed with a lower flap setting gives them more control of the aircraft during the flare and that is correct, however, you still need to transition from flying speed to touchdown speed and that will take longer with less flaps. I have seen pilots approach with way too much speed and too little flaps on a windy day and watched them float and balloon all the way on down the runway, fighting the aircraft all the way. Also, landing with less than full flaps will cause you to use more runway which may or may not be a problem depending upon the airport.

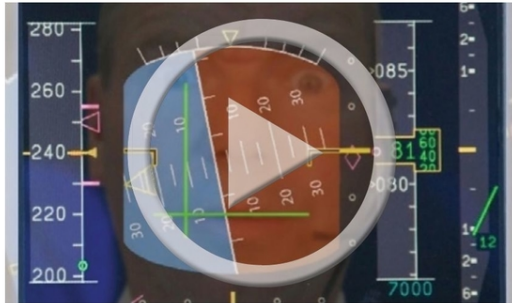
For what it's worth, most airline and corporate aircraft always land with full flaps but they may add a speed increment for strong winds and gusts. The advantage here is that the flare is the same each time and the landing distance is predictable.

Follow the guidance in your POH, get the approach stabilized early and don't add unnecessary speed."



## Cognitive Impedance and All-Attitude Awareness

BY RANDALL BROOKS



*The problem occurs when our body applies the response to a physical threat in a situation when the appropriate response requires more problem-solving from our mind than from our muscle. In these cases, our body may have primed our “fight-or-flight” response when we are in a cockpit, where the threat may require wits instead of brawn and we have nowhere to run.*

Guidance on upset prevention and recovery training (UPRT) from the FAA and ICAO incorporate two terms to describe psychological factors that can be involved in unexpected airplane upset events. These terms describing the human factors impact from an upset are *surprise* and *startle*.

When we are learning to fly by reference to instruments, it is helpful to learn about aspects of physiology relative to aviation tasks. As an example, knowing how the vestibular system works can help us appreciate how a spiral dive can develop. In a similar manner, understanding a bit about neurophysiology—how the brain and nervous system work—can be helpful in understanding how our body reacts in an upset event. Being aware of how we are “wired” can help us determine what we can do to better prepare ourselves to react to unanticipated situations.

Let’s start by looking at how two different references define *surprise* and *startle*. The FAA advisory circular draft on UPRT says that *surprise* is “an unexpected event that violates a pilot’s expectations and can affect the mental processes used to respond to the event,” while the ICAO manual on UPRT defines *surprise* as “the emotionally-based recognition of a difference in what was expected and what is actual.”

tion, it doesn’t contribute to overall intelligence. It is, however, very good at cataloguing events and stimuli that it has experienced before, and if those stimuli do not prove to be a threat, they can be removed from the threat list.

This helps to explain the significant contribution that the experience of all-attitude flight can provide for pilots prior to encountering an unexpected upset event. Providing pilots with experience operating in the all-attitude domain, beyond attitudes normally encountered in everyday flight, offers habituation that reduces the cognitive disruption encountered when first experiencing these regions of the maneuvering envelope.

### Resources:

- FAA advisory circular AC 120-UPRT, Upset Prevention and Recovery Training: [gama.aero/files/AC\\_120-UPRT\\_Coord\\_Copy.pdf](http://gama.aero/files/AC_120-UPRT_Coord_Copy.pdf)

For *startle*, the same FAA reference says it is “an uncontrollable, automatic muscle response, raised heart rate, blood pressure, etc., elicited by an event that violates a pilot’s expectations,” while the ICAO manual says it is “the initial short-term, involuntary physiological and cognitive reactions to an unexpected event that commence the normal human stress response.” The FAA and ICAO categorize *surprise* as more along the lines of an emotional or mental response, with *startle* affecting us in a physiological or cognitive manner. Clearly these definitions indicate the blurry lines that exist when discussing these intertwined emotional/mental/physiological/cognitive responses.

It turns out that there is a physiological basis for these multifaceted responses. We operate on two largely separate “circuits” depending on the level of stress we may be experiencing. When we are doing relaxed reasoning, like reading this article, we largely rely on the part of the brain that makes us uniquely human. It is the frontal lobe of our brain, which allows for higher order reasoning, planning, and problem solving.

However, certain threats don’t allow time for those time-consuming niceties. When we are being faced with a physical threat to our safety, speed or strength may be more important than reasoning. For example, a lion doesn’t care how smart you are—you will taste just the same to him. To evade wild animals or other threats what is called for is muscular response—in this case running or maybe the ability to wield a rock or stick for defense. In these situations, it is a primitive part of the brain called the amygdala that helps us out. The amygdala is involved in detecting and identifying cues or stimuli that could be threatening. The amygdala is spring-loaded to fire on two main things: novelty and uncertainty. It asks no questions and jumps into action making the heart beat faster and dilating blood vessels, sometimes even dumping in a bit of adrenaline or cortisol for good measure. What the amygdala will not do is make us smarter. In fact, just the opposite can be true as the resulting excited state can make calm and rational decision making difficult.

The problem occurs when our body applies the response to a physical threat in a situation when the appropriate response requires more problem-solving from our mind than from our muscle. In these cases, our body may have primed our “fight-or-flight” response when we are in a cockpit, where the threat may require wits instead of brawn and we have nowhere to run. This has been termed an “amygdala hijack” when the defensive response generated by the amygdala creates a combined emotional, physical, and cognitive response, which is inappropriate for generating the correct recovery response.

This result of our innate threat response helps to explain another stress related effect often seen in the delivery of UPRT. This cognitive impedance is a reduction in the pace or speed of cognitive function. While *startle* and *surprise* are associated with the unexpected, cognitive impedance can result even from known, pre-briefed maneuvering that involves operating in unfamiliar attitudes, which the amygdala will react to as threatening due to the unusual and previously unexperienced nature of the stimuli.

While the amygdala serves an important role in self-preservation

(continued on page 4)

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- ICAO Manual on Aeroplane Upset Prevention and Recovery Training: [icao.int/Meetings/LOCI/Documents/10011\\_draft\\_en.pdf](http://icao.int/Meetings/LOCI/Documents/10011_draft_en.pdf)

- Amygdala article by Dr. Simon Moss: [sicotests.com/psy/article.asp?id=192](http://sicotests.com/psy/article.asp?id=192)

*Randall Brooks serves as vice president of training and business development for Aviation Performance Solutions where he provides upset prevention and recovery training for a broad range of military and civilian pilots (apstraining.com/upset-prevention-and-recovery-training). Mr. Brooks holds an airline transport pilot certificate with more than 13,000 hours of flight experience, and he has type ratings in multiple jet and turboprop aircraft.*





Mark Occhipinti in his Maule on way to Springfield



Mark Occhipinti's Maule and the Resh's Defender at Springfield Flying Service (the original owner of the Defender back in 1940) at the Springfield Downtown airport.



Jim Younkin and his J3 Cub on a recent visit to Wedington Woods.



Gerald Resh, Randy Resh and Mark Occhipinti at the Hanger Kafe at the Kingsley Airport in Miller, MO



Elizabeth Resh with her current ride at the airport in Durant, OK

THANK YOU FOR YOUR SUBMISSIONS!

Send yours to:

Chapter732newsletter@gmail.com



## 31st. Annual Flying M Ranch Fly-In and Campout, and 23rd Annual Cub Migration Oct. 21-23, 2016

The Flyin is definitely ON for this year. Work Party weekend is Oct 14-16 2016, and all volunteers available are requested to come and assist in cleanup. **Marcia & David Mason**

*Aircraft Owners, Pilots and other Aviation enthusiasts welcome.*

**NOT OPEN TO THE GENERAL PUBLIC!**

Welcome to the Flying M Ranch in the Piney Woods of East Texas!

### **Smooooth Running:**

Barry Boyette will be on hand to perform prop balances on site if you need one. Look for him! \$275 fly-in special will get a fixed pitch or constant speed prop done on site! He'll be there from Thurs. afternoon on thru the weekend.

Search Facebook for: **Flyingmbranch Reklaw**



**31st annual FLYING M RANCH FLY-IN & CAMPOUT  
& 23rd annual SOUTH CENTRAL CUB MIGRATION  
REKLAW, TEXAS - October 21 - 22 - 23, 2016**

**DAVE & MARCIA MASON Phone: 936-369-4362**  
**STINSONEER@AIRMAIL.NET Facebook: Flyingmbranch Reklaw**  
**7TA7 N31 50.7 W94 57.5 RWY 02-20**  
**4,000' TURF 310 FT. ELEV. UNICOM 122.9**





# Oshkosh 2016 Leadership Breakfast

### Chapter Advisory Council Members 2016-2019

- Darlene Ford, President of EAA Chapter 9 in Columbus, Ohio
- Matthew Simmons, VP of EAA Chapter 288 in Daytona Beach, Florida
- Norm Isler, VP, of EAA Chapter 44 in Rochester/Brockport, New York
- Gordon Davis, President of EAA Chapter 1522 in Cynthiana, Kentucky
- Joyce Woods, Director, EAA Chapter 179 in Albuquerque, New Mexico
- Jim O'Brien, President of EAA Chapter 1 in Riverside, California
- John Maxfield, President of EAA Chapter 113 in Canton, Michigan

### EAA's Chapter Office Staff

- Charlie Becker     Director
- Brett Hahn        Chapter Manager
- Kyle Voltz        Chapter Field Rep
- Serena Kamps    Chapter Admin
- David Leiting    Chapter Outreach Intern

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