

Chapter 732



July 16th Meeting

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

Send newsletter items to: ea732newsletter@gmail.com



A Message from Chapter 732 President



Hope everyone is ready for AirVenture. We will need to reschedule our YE once again. Thank you weather. We made an arrangement with Drake field on a fuel discount for transit traffic heading to or coming from AirVenture. Effective 7/17 to 8/4. Also sounds like some of us are making some good progress on our builds.

Rich

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

Period: 06/13/2023 – 07/11/2023

Previous Balance: \$2,300.12

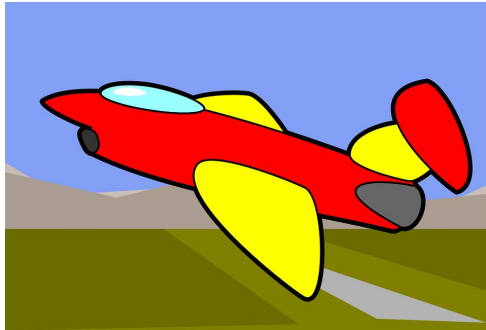
Deposits: \$ 37.00 Dues and Donations

Withdrawals: \$ 243.46 June food, meal
supplies, storage shelving

Current Balance: \$2,093.66

Members who have paid their 2023 chapter dues: 41

Randy Doughty
EAA Chapter 732, Treasurer



Hello everyone. Just a gentle reminder that it is not too late to pay your 2023 chapter member dues. Dues are still only \$20. You can pay your dues at the June 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

Got the Pietenpol engine (100hp Continental O-200) running this month, picture attached. Should make a good performer out of the airplane..

Thanks,
Gerald



FAA Safety Briefing; A Tale of Two Clouds

It was the best of weather, it was the worst of weather. Okay, maybe it wasn't the worst weather ever, but it definitely wasn't great either. And it definitely wasn't the best, that's for sure. As a non-aviator, do you ever feel like your friendly neighborhood pilot doesn't define good weather in the same language as you? Well, that's because pilots have a different view of all things weather, especially around what constitutes good flying weather.

Know Your Ocean

The best analogy I have to explain how a pilot looks at the weather is how a scuba diver looks at the ocean. If either aren't treated with due respect, both diving and flying represent rather serious challenges to survival. When your life depends on it, and you are actively engaged in the process, you tend to focus on the subject much more than a casual observer would.

For example, a scuba diver will track how tidal and temperature changes impact diving conditions, much like a pilot gauges flying conditions by paying close attention to incoming fronts and shifting weather patterns. This would be much different than your average flier who might rely solely on the weather outside their window, or the average beachgoer who probably only checks for an acceptable water temperature. Since it isn't likely to have a big effect on your day, it makes sense that you wouldn't waste your mental bandwidth thinking about it. People use mental shortcuts like these to simplify decision-making — a concept that psychology calls heuristics.

So how does a pilot look at weather differently? The general answer is, it depends. Just like the ocean surrounding a scuba diver, the conditions of the sky surrounding the pilot have particular problem areas. To the average person, a breezy day might not even be worth noting, while a pilot could consider it cause to scrub a flight. On the other hand, a rainy day may be enough to cancel a person's daily activities, but be of little concern to a pilot. A blazing hot summer day may be perfect for a trip to the beach, but it could also leave a pilot unable to fly.

Here's a heuristic to help understand weather decisions by pilots: think about how the weather impacts the plane and the pilot in each of these ways: 1) wind/turbulence, 2) ceiling/visibility, and 3) performance.

Let's put that heuristic into practice. On our breezy day example, the wind speed and direction could create a dangerous crosswind that exceeds our pilot's or aircraft's capabilities. That would mean a no-go from our aviator despite otherwise favorable conditions in the other heuristic metrics. A rainy day might cancel a ball game, but, assuming reasonable visibility and/or an instrument rating, your general aviation flight can go ahead with no problem (it might even be surprisingly smooth). That bright blazing summer day may present a performance obstacle for our flight thanks to density altitude that decreases performance below acceptable limits. In these examples, you can see the weather interpretation misalignment. Many times, good weather in your daily life will also be perfect flying weather. But there is a chance it might not be perfect. It's even true that not all clouds are the same. Instrument-rated pilots learn what clouds you can smoothly sail through and what should be avoided. Ironically, those white puffy "happy" clouds are often more trouble than their long gray counterparts.

When looking at weather, consider these three areas and start building your shortcuts. Ask your pilot friends about weather, and see what they say. This may vary by the pilot's ratings, skills, and preferred aircraft. By talking to them, you can see how they approach weather. You might also serve as an excellent sounding board for making a go/no-go decision. If you want to learn more, check out the free resources on the next page..

James Williams is FAA Safety Briefing's associate editor and photo editor. He is also a pilot and ground instructor.

Additional helpful resources on following page.

Chapter Video Link and More

July Chapter Video Link

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

Check out the video of Dale Mitchell and Bud Kiel arriving at the Huntsville airport for the May chapter meeting.

https://www.youtube.com/watch?v=bKBg_2pEg3k&t=9s



Learn More:

I've Got Weather! (... Now What Do I Do with It?), FAA Safety Briefing, Mar/Apr 2015, Page 26

Advisory Circular 91-92, Pilot's Guide to a Preflight Weather Briefing

FAA Aviation Weather Handbook

Online Course: ALC-683, Conducting Preflight Self-Briefings for Student & VFR Pilots

Download the [July/August 2023](#) issue of FAA Safety Magazine or to read the articles on our blog.

EAA 732 is inviting you to Recurring scheduled Zoom Meetings.

Topic: 732 meeting

Time: March 19, 2023 01:00 PM Central Time (US and Canada). Every month on the Third Sun, until Dec 20, 2026, 47 occurrence(s)

Jul 16, 2023 01:00 PM
Aug 20, 2023 01:00 PM
Sep 17, 2023 01:00 PM
Oct 15, 2023 01:00 PM
Nov 19, 2023 01:00 PM
Dec 17, 2023 01:00 PM

Jan 21, 2024 01:00 PM
Feb 18, 2024 01:00 PM
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
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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
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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!

UPDATE -- The only event on my list for this Saturday: Mountain View, AR breakfast has been cancelled for this month. July 8 - Mountain View, AR - Wilcox Field (7M2). 8-10 am - Second Saturday Breakfast: *** This event is cancelled this month *** Contact Larry Snyder 501-203-8644 for more information or email: 7m2@Yelcot.net

If you have the urge to fly somewhere in the AR, MO, OK, KS corners area. I highly recommend The Depot Diner at Golden, MO on Table Rock Airport (MO32). Good breakfast or a very tasty Reuben sandwich is my favorite. Still need some more airtime, then Miller, MO's Hangar Kafe on Kingsley Field (MO09) is another go to good food place.

If you plan to go to Oshkosh - July 24 - 30 - Oshkosh, WI - Whitman Field (KOSH) EAA AirVenture 2023 you need to watch this video of How NOT to arrive:

<https://www.youtube.com/watch?v=O-lvPkLKNvQ>

If you have flown in, you know that this guy is totally unprepared and definitely should have taken the first controller's advice: "Go back home and get the NOTAM". It really isn't difficult to fly in. Study the NOTAM and have it handy for reference. Stay off the radio, Watch for conflicting traffic, and follow instructions. Eazy pezy. My hat's off to the controllers who went out of their way to help this guy. "Bless his little heart!"

Blue Skies,

Andy --:



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

