

December 2016 Newsletter



Chapter 732

THANK YOU FOR YOUR SUBMISSIONS!

Send yours to:
Chapter 732 Newsletter@gmail.com



What's Up this Month

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NEXT MEETING; December 18, 2016

2:00 p.m.

**Arkansas Air Museum
(Drake Field)**

Come hungry and bring along a side dish or dessert to share for a holiday meal with your EAA family!

The Chapter will provide meat and drinks

January Meeting: **Jan 15, 2 p.m.**
Arkansas Air Museum

A Note from Randy

Merry Christmas! Here we are at the end of another year. This year saw us get a permanent home for the Chapter and hopefully we will be able benefit from this location with being able to do Chapter projects and possibly a fly-in lunch or breakfast in the future. We had a successful work day at the Museum doing several tasks for the Museum and getting the back corner cleaned out. Our next step will be to construct a caged in area so we can secure our equipment and resources. Thank You to the following people who helped on the work day: Jim Wimberly, Jodie Johnson, Richard Rost, Fred Fallis, Frank Klimec, Mark Occhipinti, Gerald Resh and Dollie Resh.

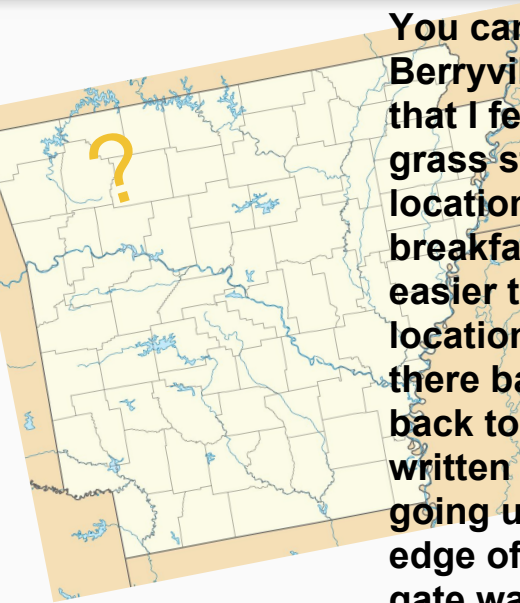
Hope to see everyone at the Christmas Party on Sunday!

Thanks,
Randy Resh



November Meeting Photos

You Can't Get There from Here!



You can't get there from here. Sat morning the 19th was pancake breakfast at Berryville. I thought about flying over, but eye surgery was not healed to the point that I felt I could safely fly..I had just read the story in newsletter about the new grass strip south of Berryville, and had gotten the co-ord from Randy, found the location on Google earth but airport had not been shown. Ok, why not drive over to breakfast and then drive down to look at the airstrip? It looked like it would be a lot easier to find from air than by road, so I drew a detailed map from town to the location. As I was running out of time I didn't pay any attention to how to get from there back to my normal route back to Fayetteville (didn't want to drive all the way back to town first). Had a little trouble finding the right road out of town as hadn't written any numbers on my map, but after coupl' false starts I found the dirt road going up the mountain to strip. Pretty steep and could see the downhill side was on edge of a steep dropoff. It was also very narrow in places. I got to location and entry gate was locked but I could see strip looked pretty nice. Got out my Arkansas Delormy map book and decided best option was to go back down the mountain and continue South on the pavement I had come out on as map showed paved thru the mountains over to Rt 23 S. Woops! Pavement ended at the county line! Shortly after I came to a Y switch didn't look same on map. Not knowing what I might encounter, I wisely turned around and backtracked 20 min into Berryville and took 21 South. Interestin' trip indeed!

-Charlie Heathco.

A License to Learn!

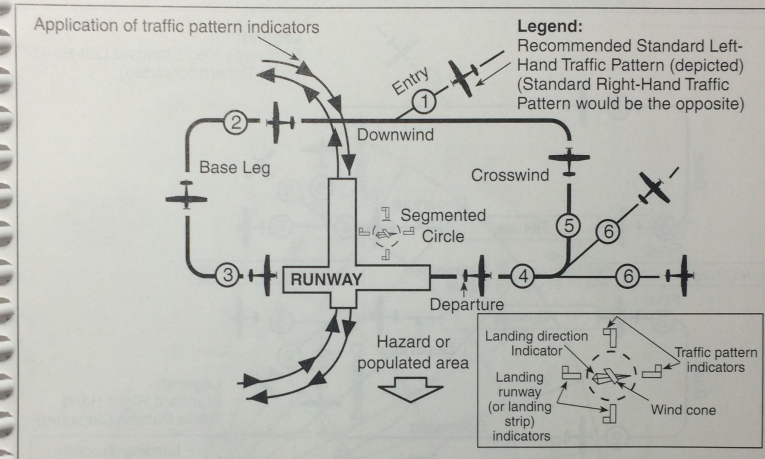
“Sometimes we need to research a little farther than what we have been told!” I once read a story of a college instructor that gave a lecture on a fictitious dinosaur, told the students there would be a quiz on the dinosaur at the next class and returned to administer the quiz. All the students promptly failed the quiz because they did NOT check the facts. It did not exist!

In a class that I have been taking, I began to reflect on all the facts that I accepted from my instructors that I had not checked like the one in the 2017 AIM image. I was told that you turn out at 500 feet when leaving the pattern, or staying in the pattern and never checked that out. The oldest AIM I have was published in 1994 and it is identical to the one I used in 2004 for my checkride and the 2017 I purchased for my class. I guess as I reflect back in time I am just grateful that the Designated Examiner didn't notice when I turned out at 500' AGL when it should have been 700' to stay in the pattern and 1000' straight out to leave the pattern. ...?

A license to learn, indeed!

-Martha Molina

FIGURE 4-3-2
Traffic Pattern Operations – Single Runway



Examples

Key to traffic pattern operations

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1,000' AGL is recommended pattern altitude unless established otherwise...)
2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
3. Complete turn to final at least 1/4 mile from the runway.
4. Continue straight ahead until beyond departure end of runway.
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.



Arkansas Travelers





No the photos are not
behind the clouds! ...

They are on your phone!

**The next cloudy day send your photos to:
Chapter 732 Newsletter@gmail.com**