

Chapter 732



January 21st Meeting

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

Send newsletter items to: ea732newsletter@gmail.com

2024



A Message from Chapter 732 President



Hi everyone. Hope you are all getting dug out from the snow. These temperatures reminds me one of the reasons I moved south. Please note the FAA FASST meeting to be held at KFYV. We have been working on a great relationship with Drake Field. Please support things like this for them. It will help both us and the airport. We also have some new outreach with the community that will talk about at the meeting. Hope to see everyone there, weather permitting. Never thought I would have to say that in Arkansas.

Thanks Rich



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

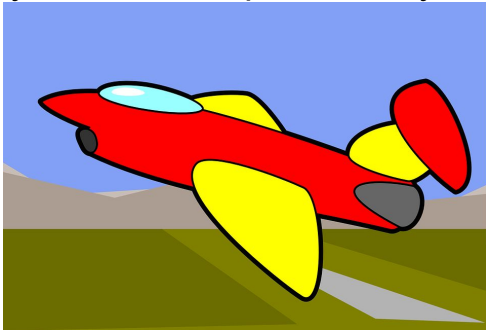
Period: 12/12/2023 – 01/14/2024

Previous Balance: \$1,961.54
Deposits: \$ 304.00 dues and donations
Withdrawals: \$ 23.61 meal supplies
Current Balance: \$2,241.93

2024 Membership dues received: 18

Randy Doughty
EAA Chapter 732, Treasurer

FYI: January meal will be provided by Martha Molina.



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 January 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

Chapter Video Link and More

Chapter Video Link

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



I am pleased to announce Drake Field will host a monthly FAASTeam safety seminar on the fourth Thursday of every month, starting on January 25th. For more details or to register, click here.

This month's topic is:

Aircraft Engine Power Loss

Reciprocating engines are the engine of choice for small single-engine and multi-engine aircraft due to their reliability. Despite improvements in engine design and performance over the years, a review of the National Transportation Safety Board (NTSB) database shows that powerplant system malfunctions remain the defining event for personal flying accidents. The FAA believes many of these engine power-loss accidents can be avoided if the owner/operator institutes a comprehensive training program for pilots and mechanics and incorporates a trend monitoring program.

Thanks,

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

Flying in the Twilight Zone by Garth Wallace

Submitted *By* Gerald Resh

I watched as a ski-equipped Aeronca Champion, cocked in one almighty sideslip, came out of nowhere and slid down to the snow-covered airport infield. It was early on a Saturday morning. I was sipping coffee and looking out the window while waiting for my first student to arrive.

The Champ taxied over the lumpy, snow-covered grass toward the flying school. It had an original Aeronca paint scheme, cream with a big red teardrop on the bottom of the fuselage. The airplane stopped just short of the snow ridge at the edge of the ramp and shut down.

The arrival of a skiplane was an unusual event at this uncontrolled but medium-busy airport. I continued to watch as the Champ's door flopped forward against the wing strut. A short, stocky pilot climbed out. He was dressed in a black snowmobile suit, big, laced boots and one of those winter hats with earflaps. He was carrying two short pieces of wood in a heavy pair of leather gauntlets. He bent under the right wing strut, used his shoulder to rock the airplane and slid one of the sticks under the right ski. He tramped around to the left side and repeated the procedure. The pilot then scrambled over the low snow bank and waddled across the ramp to the office. I smiled and nodded to him as he came through the door.

"She's nippy out there, eh," he said with a friendly grin. His face was tanned, leathery and peppered with whiskers. As he spoke, the telephone rang. "Yup, I guess it is," I replied, walking over to the counter. "Good morning, flying school."

It was the local flight service specialist calling. "Let me speak to the pilot of that rag wing that just landed on the infield," he said. The man in question was stamping his feet on the entrance mat and removing his gloves and hat.

"Flight service wants to talk to you," I said, holding the phone out to the newcomer.

"I don't know anyone in flight service," he replied cautiously.

"Maybe he has questions about your arrival," I suggested.

The visitor was not the first older pilot to apply his own interpretation of the airport's mandatory frequency (MF) designation. He ambled to the flight desk, unzipping his well-worn suit, and took the phone.

"ello?" I could only hear the pilot's side of the conversation. It was interesting.

"O' course I landed without callin', I got no radio, eh," the pilot said.He listened patiently for a minute.

"Well, there weren't nothin' like that 'ere last time, eh." "Eight years? That's what I thought, it's somethin' new, eh."

He listened again for a while.

"Well, why would I be puttin' a radio in an airplane that's got no 'lectrics? It don't make sense, eh."

"Sure, whatever you say." He hung up.

He wrinkled his brow and looked at me. "He sounded a bit excited, eh."

"Did you talk to anyone on your way in?" I asked.

He gave me a questioning look. "Well, I'd be talkin'to myself, wouldn't I? I got no one with me, eh."

My student arrived so I didn't continue the conversation. I mentally named this character Grizzly Adams and went to work. During the pre-flight briefing with my student, I noticed that Grizzly bought a coffee from the machine and wandered around the lounge reading the bulletin board and looking at the pictures.

I was signing out for my flight when the visitor bid us a friendly "goodbye" and headed outside. My student and I followed him to our aircraft. I watched Grizzly pull the sticks out from under the Champ's skis while my student was doing a pre-flight inspection. He leaned into the cockpit and set the controls. Then he hand-propped the engine while standing behind the propeller. Two flips and it settled into an easy idle. With the engine running, he walked behind the tail, picked it up and turned the airplane into the wind. I scanned the sky. There was no traffic. Grizzly climbed into the airplane, closed the door and applied full power. In a hop, skip and a jump, the Champ was airborne.

The next Saturday morning I watched for Grizzly from the office window, my coffee in hand. He didn't disappoint me. The bright little Champ came curving toward the infield from over the hangar row. The pilot had the airplane turned sideways and dropping like a rock. At the last moment, he snapped it straight and raised the nose. It settled onto the snow in a three-point landing, then taxied toward me and stopped beside the ramp.

The telephone rang before Grizzly had cleared our door. It was the same flight service specialist as the previous week. He sounded a bit hot.

"Good morning," I said to my visitor. "The flight service specialist wants to speak to you."

"Boy, she's a bit nippy out there, eh," he said, stamping his feet.

"Yes, I guess it is," I replied.

He took the telephone receiver. "'ello?"

"Well, I didn't call 'cause I got no radio. I told you last week, eh."

"Well, o' course I started 'er by 'and. She's got no 'lectrics, eh. No 'lectrics, no starter."

Grizzly was frowning and shuffling his feet as he spoke. "Well, how do I start 'er with someone in the front if I'm outside flipping the prop?"

"Whatever you say, lad."

He hung up the phone and scratched his head. "That boy isn't makin' a lot of sense," he said to me.

I had a few minutes before my first student, so I drank my coffee with Grizzly. I found out he was from "up country a piece." He had spent the last 10-odd years rebuilding the Champ after flipping it over in soft snow.

"I re-did the engine while I was at it."

I tried to gently suggest that the flight service station (FSS) helped separate traffic, which made it necessary for pilots to make contact before flying in the area.

Grizzly leaned over to look out the window. At that time on a Saturday morning, there were no airplanes moving. "e's got his work cut out for 'im, eh," he chuckled.

I couldn't help thinking that this rough-edged pilot was flying in a time warp. The airspace regulations he was breaking were designed for the orderly flow of high and low speed traffic flying visually or on instruments. Hand-starting the airplane by himself was a well-documented safety issue. Hopping to nearby airports for coffee on a sunny Saturday morning in an old, slow airplane was still an important part of pleasure flying. From across the ramp, Grizzly's Champ looked to be in good shape and he seemed to fly it well. With a little education and expense he could fit into this modern, safer era of recreational aviation, if he wanted to.

My student arrived and Grizzly left before I could pursue that suggestion. I saw him hand prop the engine, turn the tail, climb in and take off. Our telephone rang. I let someone else answer it.

The next Saturday he was back. This time, when the airplane stopped on the other side of the snow bank, Grizzly left the engine running while he put the sticks under the skis and walked to the office. Our phone was ringing when he was halfway across the ramp.

"Good morning, it's for you, again," I said when he came in the door.

"She's nippy out there, eh," he said.

"You can say that again," I replied.

He took the receiver. "ello?" "O' course I left 'er runnin'. Last week, you gave me the devil for 'and proppin'er, eh." "My pilot licence number? I don't have no pilot licence. My dad taught me 'ow to fly. He didn't have one either." "The airplane registration? I don't know 'bout that but she's all new since the crash, eh." "Whatever you say."

He hung up and frowned. "e wants to sec some documents but I got not'in' to show, eh." He scratched his head for a moment. "I t'ink I'll take the coffee to go." He did.

As he was turning the airplane around by the tail, the telephone rang. "Good morning, flying school."

"No, I can't see any registration on the airplane, either," I said. It was the truth.

The little airplane accelerated across the infield. "His name? I think he said that it's Grizzly Adams."

The next Saturday, Grizzly must have flown somewhere else for coffee.

Flying Safely Safety Submitted by Rick McKinney

"Northwest Arkansas Pilot/Controller Forum"

Topic: Interactive Discussion with Local Air Traffic Controllers Regarding NWA
Airspace.

On Sunday, January 21, 2024 at 18:00 Central Standard Time

Location:

Thaden Field - Exhibit Hangar
2205 SW I Street

Bentonville, AR 72712

Select Number:

SW11126115

Description:

The Pilot Controller Forum is dedicated to promoting safety within the National Airspace System (NAS). This forum provides a unique opportunity for pilots and local air traffic controllers to engage in open dialogue, fostering collaboration to enhance safety awareness. Join us as Air Traffic Controllers from Razorback Approach share valuable insights, address questions, and contribute to a collective effort in prioritizing and advancing safety practices in the aviation community.

The sponsor for this seminar is: FAASTeam

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 1 - 1 Credit

Rick shared the last USAIG newsletter which has many articles that you may enjoy or find useful. Click on the link below.

[USAIG Newsletter](#)

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
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:

[Join Zoom Meeting](#)

Meeting ID: 870 0511 5133

Passcode: 876706

One tap mobile

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

US (New York)

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

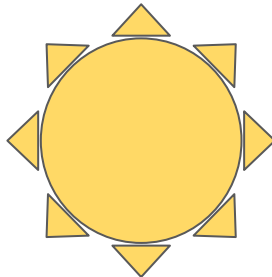
US (Washington DC)

When You Need to Fly Somewhere!

January 27 - North Little Rock, AR - North Little Rock Municipal Airport (KORK) EAA Chapter 165 4th Saturday Breakfast. We start serving at 8:00 and go until 10:00. If it is cold or hot, the hangar is well heated and air conditioned. DIRECTIONS : The main entrance to NLR Airport is on Remount Road. We have OUR OWN ENTRANCE, Gate #20, which is located about a city block south of the main airport entrance still on Remount Road. Planes park in front of the hangar and cars in the parking lot behind the hangar. We are located right at the beginning of runway 5. Please come on out Arrive hungry, leave stuffed. Any questions - 419 360-7414

February 3 - Morrilton, AR - Morrilton Municipal Airport (KBDQ) 9:00 AM until all food is gone. Fly in or Drive in. Full Breakfast with Petit Jean Sausage & Bacon. Sponsored by EAA 1590. EAA Meeting will follow breakfast. Breakfast will be served in the big blue hangar, Unicom 122.8. This will be a recurring event on the first Saturday of the month. Contact: 501-472-1197

andya@diamondcity.net



February 3 - Springdale, AR (KASG) Free Ground school first Saturday of every month upstairs in the terminal conference room. NWA Flying Club teaches a Free Ground School the First Saturday every month from nine until noon and you can fly 40 hours in an airplane and 20 hours with an instructor for \$5000. Gary O'Neal (479)283-6261

February 3 - Ponca City, OK- Ponca City Regional Airport (KPNC) - Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30 AM. Fantastic food; very well attended long running event. The requested donation is \$10 adults, \$5 children under 12. (and well worth it) you can have pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. 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

February 3 - Bryant, AR - Saline County Airport (KSUZ) 11:00 am - 2:00 pm Fly or Drive In Lunch - \$10 per person donation recommended. All proceeds will support the Central Arkansas Flying Club. No registration for lunch is required! Come by either by air or road to show off your plane or classic car, and / or for hamburgers / hot dogs, socialize with other pilots from the area, and to see the airplanes and cars. Contact: Anthony Owen at FlyCentralAR@gmail.com (I have a flyer available upon request) For pilots there will be a free WINGS training opportunity!
https://www.faasafety.gov/SPANS/event_details.aspx?eid=126136&caller=/SPANS/events/EventList.aspx

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

