

“Doc” Leaving Fayetteville

October 2020

Chapter 732

Send newsletter items to:
ea732newsletter@gmail.com

October Meeting
Drake field
&
Zoom Meeting



EAA Chap 732 October 2020 Gathering

Hello Folks,

For our first gathering in the heart of Covid-19 conditions, we will have a combination in-person and virtual event.

We will meet in-person at the Drake terminal banquet room this Sunday (Oct. 18) at 2PM. This is where we were meeting before COVID-19 hit.

The Zoom link for remote attendance is <https://us02web.zoom.us/j/86900065011>

The gathering will start at 2PM, but I will open up the Zoom meeting around 1:30 so everyone can get situated.

If you want to test your setup before the meeting, let me know and I can send you a link and my phone number to try it out 1 on 1.

One of the new restrictions imposed by Drake is that no outside food may be brought in. Drinks are ok though. For this reason, the potluck component of the gatherings are suspended and the gathering will be at 2PM as it was before the potluck was added several years back. Please eat before arrival.

If you join remotely, feel free to stuff your faces during the gathering.

Masks must be worn by in-person attendees during the event per Drake rules. If you forget, we will have a few disposable masks available. Remote participants may show their unmasked faces proudly.

Sanitizing stations will be available for in-person participants. The online option does not transmit smell or virus, so no special sanitary precautions are needed.

In-person attendees should maintain social distancing as much as possible. Social distancing is built-in for remote attendees.

We want our remote attendees to be full participants in the gatherings, not just observers. In-person attendees may wish to bring their laptop/tablet/phones (volume set as low as possible to avoid feedback) and join the Zoom conference (in muted mode unless talking) so that remote participants can see their masked faces when speaking.

The business part of the meeting will be brief. Before the pandemic hit bad, your leadership team attended an EAA workshop for chapter leaders. One takeaway was that the gatherings should be largely a social event.

The theme of the meeting will be "What I did on my Summer vacation". Please come prepared to share how you filled up your time during the period we were inactive.

You can send visual aids to this email (732eaa@gmail.com) and I'll have them ready to share for the remote participants. If you are attending in person, a thumb drive will do.

Hope to see everyone there, either in-person or via Zoom.

Steve Bray
EAA Chapter 732 Vice President

EAA Chapter 732 Leadership Business Meeting 9/20/20

- Meeting location – Drake Field Terminal Building , Fayetteville, AR
- Members present – Larry Rippetoe, Steve Bray, Randy Doughty, Randy Resh, Martha Molina (via ccall), Fred Fallis and a visitor from Fort Smith chapter 711, Jim Cox.
- We discussed our present chapter gathering situation due to Covid 19 and what we should do about holding gatherings in the future. Below is a list of topics discussed.

1. Meeting Location

- Rumor has it that rent for the meeting room at Drake Field Terminal building will be going up substantially, this has not been confirmed yet. Larry will call and find out the details of this and if we can still use the room
- Other meeting locations were discussed, going back to the Air museum, other airports, private hangars, non-airport locations. It was decided that we needed to have our chapter meetings at an airport so people can fly in. The air museum now has a full-time director who may be interested in working with us. Larry will call the air museum to see if we could hold our meetings there and find out the details, what room and cost/month.

2. When to start chapter gatherings again?

- We discussed pros and cons of starting up chapter gatherings again. The group agreed that we need to start having chapter gatherings again starting Oct. 18th with Covid 19 safeguards in place. We realize there are some members that will not be comfortable attending an in-person meeting and for them we will provide the option of attending virtually via a ZOOM call.

Steve will check into purchasing a web cam for the Zoom portion of our chapter gatherings and write up an agenda/invitation to attend with safeguards outlined to include.

A. Gathering will start at 2 pm with no food provided.

B. Masks will be required to be worn while in the meeting room and we will provide masks for those that forgot theirs.

C. Hand sanitizer will be provided

Fred will check to see if EAA hdqtrs can send out a chapter blast announcing this gathering.

3. Other Items discussed

- Randy D. reported we have \$ 2,078 in our chapter account.
- Jim Cox from Fort Smith joined our chapter. Jim is the past president of the inactive Chapter 711 in Fort Smith.
- A young man, Fernando Sanchez is interested in our young eagle program. Fred will input Jim's and Fernando's information into our roster management system and send their e-mail address to Martha
- Steve will check on Zoom options for the virtual part of our chapter gatherings.

A Farewell to Stella by Rick Wantz

Stella, our beautiful 1960 172A, will always hold a special place in my heart. We have had some amazing adventures together as I am sure others have had with her before she came into my life. I hate to say it, but it is time for us to part. You have been good to me and this is hard.



Stella was my second plane to have the pleasure of owning and the first for me to sell. She was part of our life for a short time (3 1/2 years) but left us with a lot of great memories. Two camping trips to Oshkosh, camping at Trigger Gap, Tishomingo, Lake Murray State park lodge, Cedar Mills, Pawhuska, Price Tower Bartlesville, Gaston's, Byrd's Adventure Center, Grove OK cabin trips, Hangar Cafe Kingsley, Fairfield IA, Coat donation flight to Kansas, and 15 young Eagle Flights. These are just a few of the wonderful memories that Stella share with us.

I will miss seeing her as the hangar door opens and her musty smell that only a vintage beauty has.

What is so amazing to me is that your new owner was literally around the corner. I placed a small for sale add in Barnstormers. That same day a gentleman from our same airport who I had never met called and now Stella has a new home in the same row of hangars just around the corner.

My hope is that Stella's new owner has as many wonderful adventures with her as we did! She will always bring a smile to my face when I see her at the airport or taking off.

My, how attached to an airplane you can get.

Rick



Close to Home Reminder of Safety



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Chester, AR	Accident Number:	CEN20LA379
Date & Time:	09/04/2020, 2055 CDT	Registration:	N733CD
Aircraft:	Cirrus SR22	Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

HISTORY OF FLIGHT

On September 4, 2020, about 2055 central daylight time, a Cirrus SR22 airplane, N733CD, was destroyed when it was involved in an accident near Chester, Arkansas. The private pilot and three passengers sustained fatal injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to initial information, the accident pilot called his flight instructor/airplane mechanic at the Muskogee-Davis Regional Airport (MKO), near Muskogee, Oklahoma, on September 4, 2020, about 1900, and advised the mechanic that he intended to fly to North Carolina. The mechanic advised the pilot to leave in the morning. Fueling records showed the accident airplane was refueled about 1949, with 36.41 gallons of 100 low lead aviation gasoline.

According to initial radar data, the airplane departed from MKO about 2027. The airplane flew eastward, had climbed up through 8,500 ft, and the pilot established radio communication with an air traffic controller. The pilot was asked by the controller where the flight was destined and the pilot said it was Pickens County Airport, near Pickens, South Carolina. The airplane was radar-identified, was issued depicted weather, and the controller suggested a 20° right turn for the weather. The airplane flew about 4 four miles on this heading and then reversed course. The flight was queried on its heading and the pilot replied that they were returning to MKO. The airplane was observed on a northwest heading by the controller who asked the pilot if he still intended to return to MKO, and advised the pilot that the airplane appeared to be on a heading of 340°. The pilot replied that the airplane had been caught by the wind and he was correcting its course. However, the airplane turned northeast and began descending. The controller issued the flight a 20° left turn and no response was received in reference to that turn. The controller then advised the flight to turn left heading 270°. The pilot acknowledged the 270° heading. The airplane continued to descend and turn right. The controller then advised that the flight appeared to be losing altitude rapidly and advised the pilot to level the airplane's wings, and fly southbound. The controller subsequently queried the flight multiple times, advised that radar contact was lost, and no response was received. An alert notice was issued, a search conducted, and the wreckage was found in wooded terrain on September 5, 2020.

PERSONNEL INFORMATION

The 31-year-old pilot reported that he had accumulated 11 hours of total flight time and 11 hours of flight in last six months before his last Federal Aviation Administration (FAA) examination for a third-class medical certificate dated November 29, 2017, issued with no limitations. The pilot was given a notice of disapproval after his initial attempt at a private pilot examination on October 27, 2019. The pilot's areas of deficiency were in preflight

preparation, operation of systems, which included knowledge of constant speed propellers and knowledge of instruments associated with the pitot and vacuum systems. The pilot successfully passed the retesting for his private pilot certificate on November 3, 2019.

AIRCRAFT INFORMATION

According to its website, Cirrus Embark is a program designed exclusively for new owners of pre-owned Cirrus aircraft. The program includes complimentary training to address the specific needs of pilots and owners of pre-owned Cirrus aircraft. The program consists of a maximum of 3 full days of flight training. The pilot requested and was granted this training program on January 13, 2020. According to initial information, the pilot accumulated about 100 to 120 hours of total time at the time of his application. Direct owners or designated pilots of pre-owned Cirrus aircraft must enroll into Cirrus Embark within 30 days of aircraft delivery. Once enrolled into the program, the owner or designated pilot must complete the training within 60 days. According to Cirrus training records, the pilot completed all the flight training lessons. However, he did not complete all the online self-study lessons.

The accident airplane was a four-place, single engine, low-wing airplane. An FAA bill of sale document showed the airplane was sold to the accident pilot on January 4, 2020. According to copies of airplane logbook entries, an annual inspection was completed on June 2, 2020 and the airplane accumulated 2,053.8 hours of total time at the time of that inspection. The airplane was equipped with an ARNAV Systems, Inc ICDS (integrated cockpit display system) 2000 unit, which is a moving map multifunction display that also displays engine data.

The airplane was fitted with a Cirrus Airframe Parachute System (CAPS) advertised by the airplane manufacturer to recover the airplane and its occupants to the ground in the event of an in-flight emergency. The CAPS contains a parachute (within a deployment bag) located within a fiberglass CAPS enclosure compartment, a solid-propellant rocket contained within a launch tube to deploy the parachute, a pick-up collar assembly and attached Teflon-coated steel cable lanyard and incremental bridle, a rocket activation system that consisted of an activation T-handle, an activation cable, and a rocket igniter, and a harness assembly which attached the parachute to the fuselage.

WRECKAGE AND IMPACT INFORMATION

The airplane impacted wooded terrain about 22 miles north of the Fort Smith Regional Airport, Fort Smith, Arkansas. An FAA inspector examined and documented the wreckage site. A section of upper tree canopy exhibited signs consistent with blighting. The wreckage path exhibited a descending path, about 30° down, through the woods from the upper canopy to the engine and cabin impact site had a heading of about 220°. The debris field, which started about the area of blighting and continued southwest beyond the cabin and engine impact area was consistent with this heading as well. Charring and discoloration consistent with a small ground fire was present on items in the impact area. The propeller was found separated from the engine, and a propeller blade was separated just outboard of its hub. The remaining two blades exhibited leading edge nicks and gouges. A portion of the CAPS parachute was strewn out in the debris field northeast of the impact area and the remainder of the CAPS parachute was observed in its deployment bag. The CAPS rocket was found in a ravine about 200 ft north of the impact site. Components of the wings, engine, empennage, and fuselage were identified at the accident site. The cockpit instrumentation was fragmented, and no useful information was able to be collected from them. However, non-volatile memory installed in the ICDS unit has been retained to see if it contains data in reference to the accident flight.

The airplane and engine were recovered and have been retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus	Registration:	N733CD
Model/Series:	SR22 Undesignat	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KFSM, 449 ft msl	Observation Time:	2053 CDT
Distance from Accident Site:	22 Nautical Miles	Temperature/Dew Point:	26° C / 21° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	Calm / ,
Lowest Ceiling:	None	Visibility	10 Miles
Altimeter Setting:	30.16 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Muskogee, OK (MKO)	Destination:	Pickens, SC (LQK)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	35.686111, -94.252500 (est)

Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski
Additional Participating Persons:	Andrew S Finne; Federal Aviation Administration; Little Rock, AR Brannon D Mayer; Cirrus; Duluth, MN Kurt Gibson; Continental Motors; Mobile, AL Rick Beach; Cirrus Owners & Pilots Association; Las Vegas, NV
Note:	The NTSB did not travel to the scene of this accident.

2020 FALL FLY-IN @ KASG

WITH VOLUNTEERS FROM SPRINGDALE
HAR-BER HIGH SCHOOL AVIATION CLUB



Summit Aviation at KASG in Springdale, AR would like to invite you to our "Fall Fly-In" and "Airport Open-house" on Saturday October 24TH, 2020. We plan to have interesting aircraft, boats and classic cars on display for the day. Come out and have a free pancake breakfast on us!

If you have anything you would like to display, (classic car or aircraft) we highly encourage that you join us! Just call Summit Aviation at [479-751-4462](tel:479-751-4462) and let us know so we can reserve a place on the ramp and make the best use of the display area. Or just show up! We'll fit you in!

We ask that all visitors maintain social distance and wear masks when inside the terminal.

SATURDAY OCTOBER 24TH, 2020

9:00 A.M. TO 1:00 P.M.
FREE PANCAKE BREAKFAST @ 9:00A.M.
(WHILE SUPPLIES LAST)

IF RAINED OUT, ALT DATE: SATURDAY,
OCTOBER 31ST

Aviation Insurance in a Hard Market. By Rick McKinney

Insurance has cycles, primarily in underwriting, that repeat over a number of years. One of the first markets to migrate from a “soft” to a “hard” market is Aviation. It is one of the indicators of a hardening or softening insurance market.

A soft market trend can be described as an open broad scope of underwriting, lesser underwriting restraints, fewer inspections and lowering premiums, insisted on by upper executive management to increase volume and profits, thus a greater return on investment. That logic is expected to increase premium volume by greater sales and the actuarial's trying to forecast lower claims.

Then losses by weather, accident or stupidity cause greater than expected losses, depleting mandatory loss reserves and lower return on investment expected from the soft market.

That's when we see a shift towards the hard market trend. As you would expect the hard market reacts the opposite of the soft market. Narrowing underwriting scope, more critical underwriting restraints (medical requirements), increased inspections (increased training for aviation) and increased premiums.

This effect spreads throughout the insurance market particularly in commercial, home and landlord fire coverages and premiums. These shifts in the market don't happen overnight but over a short period of time .

In the Aviation market, it usually works the opposite, where Liability rates increase more than the hull rates. This is usually due to increased loss payout from accidents involving loss of life and in addition violent weather. It also affects fire rates as well where hangar, mechanic, paint shops, FBO, etc. operations are involved.

This quote came from an underwriter in response in questioning increased rates on aircraft coverage in the renewal process.

“Due to adverse performance of single engine retractable gear aircraft on the company's book of business they were forced to institute rate increases. We hope everyone understands that in order to remain a viable market, we must take in enough premium to pay for the losses, which continually increase, and maintain enough profit to cover operating expenses.”

Considering there are limited aviation insurance companies and reinsurers, this is a common concern.

Age of pilots becomes a greater factor in the hard market. As we increase in age, normally premiums surpass the point than when we were young and inexperienced. The expectation of aging is diminished capacity, reaction and response time that leads to increased accident rates for an aging pilot. Part of the modern issue also involves computer driven rating systems. This removes part of the human emotion and also removes part of the human logic.

A prime example is a pilot in their eighties that are more acute and active than a younger pilot, not to mention hours of experience. But the rating programs miss the fact they are still good active pilots and only see age, type ratings, hours and loss history, if any. This is when we call on the underwriter and ask what has greatly changed in the risk? No losses occurred, continual hours added, annual medicals and continued training.

The answer is usually a touch of the human factor recognizing the risk has not drastically changed by aging one more year, but somewhat improved with more frequency in training and experience. Now I would add that this result will only play out up to a certain age and premiums will increase, more reasonably with the human factor, but still greater as we age. We can't escape the aging process and it will affect us to the end of our lives. We will pay higher cost in aviation, health, life and auto premiums.

Aviation insurance is not going to change its underwriting approach towards aging pilots, as auto insurers won't change on the aging driver. The best we can do is stay active, practice, stay current and increase your hours every year. This will lead to better safety and a better chance of that aircraft premium going up more reasonably rather than doubling, while we're in the hard market.

I won't leave out the final option, which is drop the in flight coverage or the hull coverage totally. I can't recommend not carrying the liability insurance (not mandated legally) but there are those who risk all their assets.

The weather continues to be beautiful this fall and the colors are peaking, so go out there and practice while enjoying the view.



RV-9A Project Update by Fred Fallis

Here are the major items I have been working on during the pandemic summer of 2020.

- 1. Exhaust System-** completed installation of exhaust system to engine. Tried several different configurations and finally got enough space between the exhaust pipes and the cowl, so hopefully nothing will get too hot.
- 2. Engine Baffles-** installed baffle system and riveted on air seals. Attached magneto cooling tubes and spark plug wire seals in baffle.
- 3. Fiberglass Cowl-** Finished trimming and fitting of upper and lower cowl. Riveted piano hinges on as fasteners on the top, bottom, and sides of the firewall and to hold the top and bottom together. Sprayed white epoxy primer on the interior to further seal the fiberglass and attached 2 layers of heat shield to the lower cowl where the exhaust pipes are closest. I also fabricated cowl pin fasteners for the 2 front sides that keep piano hinge pins from falling out, completed fabrication of the oil door using a hidden hinge and flush mount open/close button. All exterior cowl parts were sprayed with gray epoxy primer.
- 4. Fuel Injection -** Attached fuel injection servo and fabricated the filtered air box which contains the air filter and has an alternate air door which can be opened if the primary air supply gets clogged (iced)up. Have started installation of the fuel flow transducer, aka “red cube” which has caused a lot head scratching to find the best location for it.
- 5. Antennas –** Installed the com, XPDR, ADS-B, and GPS antennas but have not attached coax cable yet.
- 6. Fiberglass wingtips –** Fixed right wingtip to align with neutral aileron, riveted on rib braces and primed. Both wingtips are now finished.
- 7. Instrument panel -** Ordered instrument panel from Advanced Panel, they cut the panel, install instruments(Dynon Skyview) and test to make sure everything is working. I should receive the completed panel by Nov.1.

I am grateful to my grandson,(Peyton) and my wife, (LaQuita) who helped me on the above tasks which allowed for good progress during the last 3 months.



Garnett KS Lunch flight

With Andy Anderson new Airport With Food list in hand, Frank and Rick were off to Garnett KS for some great Amish home cooking! Fun times!





A special thanks to all who contributed to the newsletter !

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eaa732newsletter@gmail.com**