

Chapter 732



May 21st Meeting

Huntsville H34

1:00 Potluck

1:30 Meeting

Send newsletter items to: ea732newsletter@gmail.com



Huntsville Gathering May 21

Submitted By Gary Moore

Good evening Chapter 732. We are having our May meeting this coming Sunday at the Coger's hangar which is adjacent to the fuel pump and control tower on the Huntsville airport (H34). The cookout will start at 1:00 pm with the meeting to follow at 1:30. Please bring a dish to pass.

The weather forecast looks good as of now and we hope to see all of you (and some airplanes flying in) on Sunday. Also, there is an active grass runway (03/21) North of the gas pump and the Coger's hangar so be aware. Have a great rest of your week.

Gary Moore
EAA 732
Vice President

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

Period: 04/11/2023 – 05/14/2023

Previous Balance: \$2,350.72

Deposits: \$ 85.00 Dues and Donations

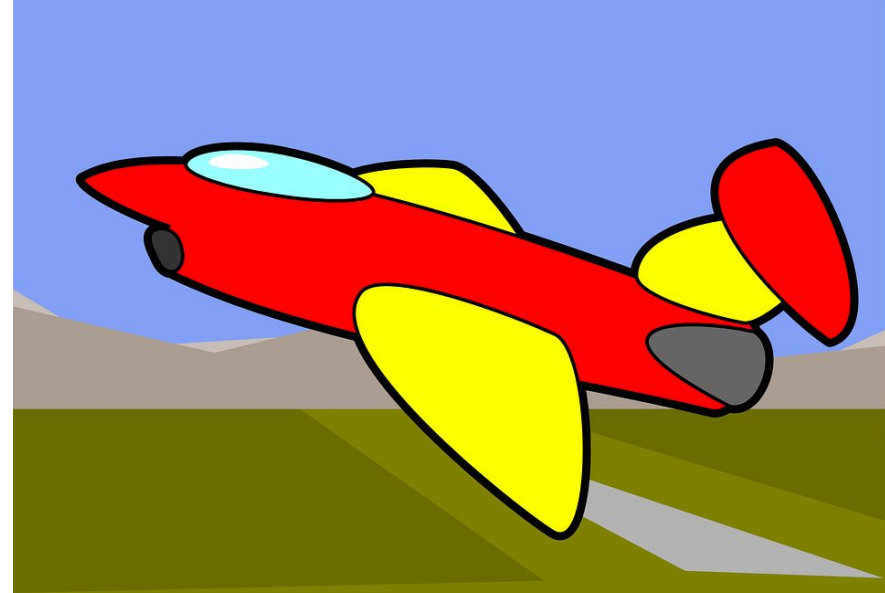
Withdrawals: \$ 0.00

Current Balance: \$2,435.72

Members who have paid their 2023 chapter dues: 39

Randy Doughty

EAA Chapter 732, Treasurer



May Chapter Video Link

Task-Based Phase I to Revolutionize
Flight Testing | EAA
<https://www.eaa.org/eaanewsandpublications/eaanewsandaviationnews/news/04-01-2021-task-based-phase-i-to-revolutionize-flight-testing>

Hello everyone. I hope your winter holidays were good. 2023 has begun and I am looking forward to a good year of building and flying.

It is time to pay your 2023 chapter member dues. Dues are still only \$20. You can pay your dues at the February 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.

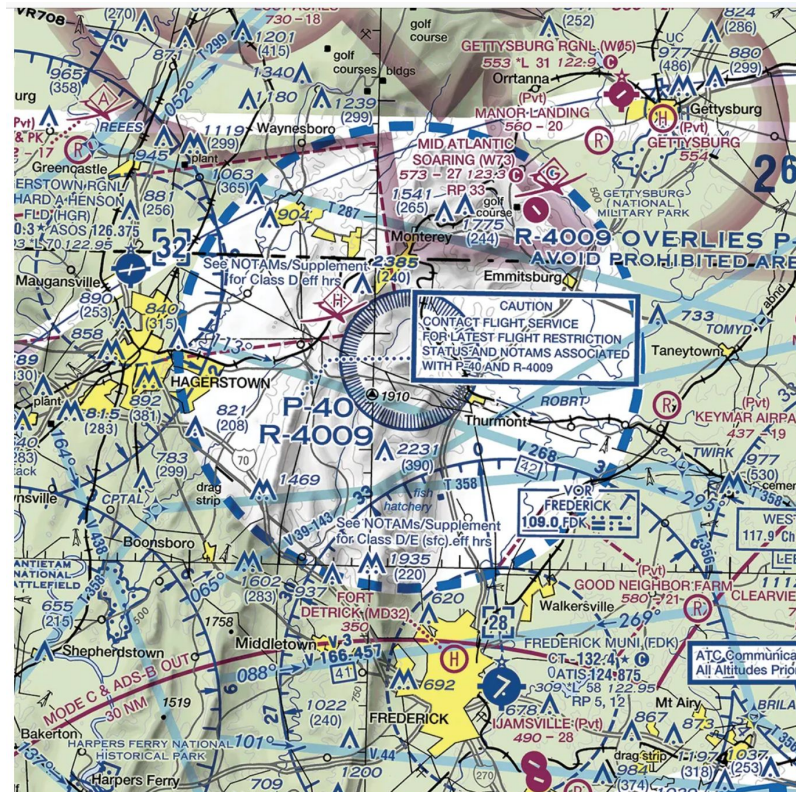
I look forward to seeing you at the upcoming meetings.

Randy Doughty
EAA Chapter 732, Treasurer
15939 Windsock Ln
Fayetteville, AR 72704
479-426-7922

As a pilot, having a clear understanding of Special Use Airspace (SUA) is critical to safety, no matter what area of the country you fly. Add in the booming commercial space market, and you have yet another reason to ensure you're not in the wrong place at the wrong time, especially when flying in unfamiliar territory. To help, here's a quick review of SUA in the USA.

Prohibited Areas

The first and most restrictive form of SUA is the prohibited area. As the name suggests, this is the airspace where all flight is prohibited within its boundaries, from the surface to the prescribed altitude. Prohibited areas are usually associated with national security, do not have an effective time, and can be surrounded by temporary flight restrictions (TFRs). Luckily, these most restrictive airspace areas are relatively rare. That said, the serious nature of any encounter with their boundaries provides a strong incentive to note and avoid them by a safe margin. You'll find prohibited areas indicated on charts with a "P" and a two or three-digit number. For example, P-40 — the designated area surrounding the presidential retreat at Camp David, Md. — is marked as a cyan box, circle, or another shape.



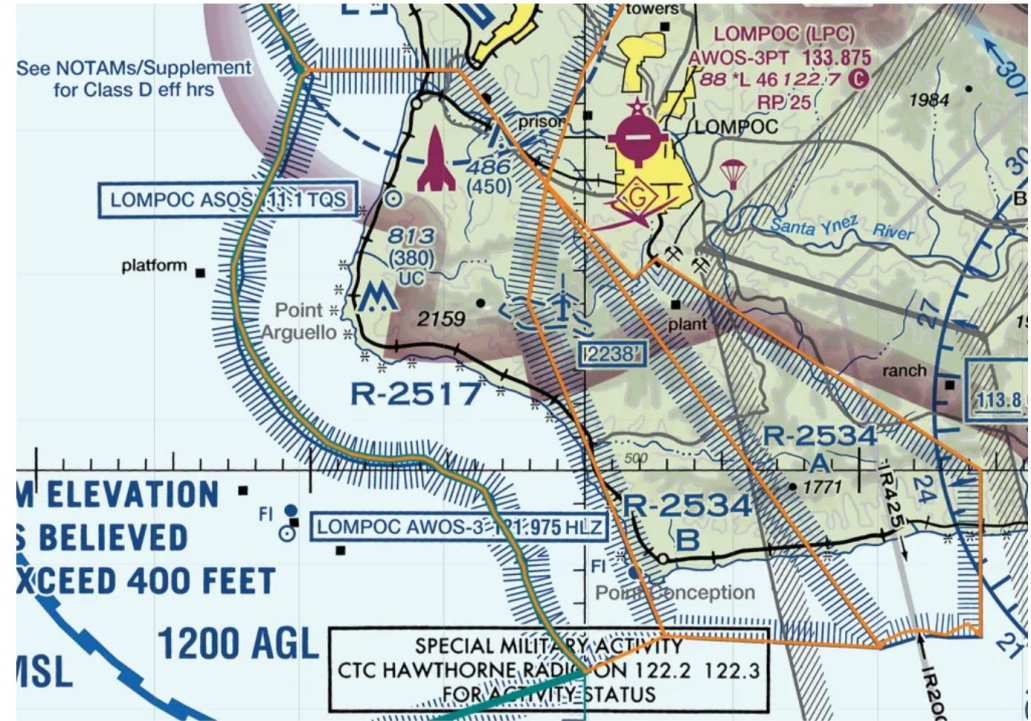
Prohibited area P-40 and restricted area R-4009 surrounding the Camp David Presidential Retreat.

Restricted Areas

Unlike prohibited areas, restricted areas constrain, but do not completely outlaw, operations within the boundaries. A restricted area may not go all the way down to the surface, while prohibited areas protect something on the surface.

A key difference is that restricted areas, in many cases, are more about airspace. Also, restricted areas are only restricted when they are “active,” meaning that a pilot may pass through this airspace outside of that “active” window.

Restricted areas are more common than their prohibited cousins. They are labeled on the charts with an “R” and a number, usually three or four digits, and possibly a letter. An example would include R-2517 around Vandenberg Space Force Base, home to extensive space flight operations with eight launch complexes (both vertical and horizontal). The best way to ensure that you are transiting during the inactive time is to contact the controlling ATC facility or operate on an IFR flight plan.



Restricted area R-2517 around Vandenberg Space Force Base.

Warning Areas

The twin to a restricted area is a warning area. While the two are nearly identical in depiction and description, a warning area differs because it extends beyond three nautical miles off the coast, where the U.S. does not have sole jurisdiction. Since the FAA can't technically restrict airspace outside the country, the agency has established warning areas to identify airspace that pilots should avoid without contacting the controlling ATC facility.

Warning areas also differ from restricted areas in that pilots are not banned from the airspace under threat of enforcement action but rather warned that the activities within could be hazardous to non-participating aircraft. Both warning and restricted areas are depicted on the charts as cyan boxes.

Military Operations Areas

Next are Military Operations Areas (MOA). These are areas where the military can practice activities that may require more space than the restricted area will allow. However, MOAs differ from restricted areas because IFR pilots may be cleared through an active MOA if ATC can provide separation. Also, a MOA is not technically restricted, meaning that VFR pilots may enter a MOA even if it is active. Similar to how a Flight Service briefer will tell you VFR is "not recommended" during bad weather, entering an active MOA is likewise "not recommended." MOAs usually have a name (e.g., Bull Dog or Avon Park) and are depicted on charts as magenta boxes.

Alert Areas

Another type of area that should concern pilots is the alert area. These are areas of increased flight training or other unusual aeronautical activity. Alert areas are designed to keep transient traffic away from pilots doing air work or other operations that might not fit neatly with through traffic. Alert areas don't have a controlling ATC facility, so you don't have to ask permission to enter or transit the alert area. It's only charted so that you can be aware of it and not be surprised by the airplane that could be maneuvering unpredictably. Florida has several alert areas due to the close proximity of many flight schools. Alert areas are depicted on charts with magenta hash marks and an "A" followed by numbers and possibly a letter.

National Security Areas

Unlike the mandatory nature of prohibited or restricted areas, a National Security Area shows airspace that pilots are requested to avoid. National Security Areas could include military installations or a nuclear plant. In other words, it would not require designation as a prohibited area, but it's an area that the FAA or other agencies would prefer pilots avoid. They are depicted by dashed heavy magenta lines and a text box with an explanation. A word of caution: these areas may be subject to a TFR issued by a Notice to Air Mission (NOTAM).

Other Airspace Areas

There are still other airspace areas that are of importance to pilots. These include parachute jump operations, a special flight rules area (SFRA), and a TFR, to name a few. See the airspace chapter in the FAA's Pilot's Handbook of Aeronautical Knowledge for more details.

Controlled Firing Areas

As defined by the Aeronautical Information Manual, controlled firing areas (CFA) contain activities that, if not conducted in a controlled environment, could be hazardous to non-participating aircraft. CFAs are usually set up for ordnance disposal or static testing of large rocket motors.

The difference between CFAs and other special-use airspace is that activities must be suspended when a spotter aircraft, radar, or ground lookout position indicates an aircraft might be approaching the area. Another interesting fact is that CFAs are not charted since they do not cause a non-participating aircraft to change its flight path.

Aircraft Hazard Areas

We want to highlight one relatively new term you may want to learn more about — the aircraft hazard area (AHA). An AHA is a term used by ATC to segregate air traffic from a space launch or reentry vehicle and any debris this activity might generate. AHAs are designated via NOTAMs and may include a combination of different special-use airspaces to protect any transiting aircraft — TFRs, restricted areas, warning areas, and what's known as an altitude reservation (ALTRV) to protect airspace users from any operational anomalies and falling debris.



Depiction of commercial space launch TFR on a flight planning app (left). The aircraft hazard areas depicted in red following the launch of a spacecraft, from Kennedy Space Center in Florida (right).

For GA pilots, the accompanying TFRs and restricted areas are what you'll most likely see graphically depicted on a flight planning chart before a launch. You can find out more about AHAs and the FAA's efforts toward minimizing their impact on the aviation community in this issue's feature article, "Let's Give 'Em Some Space."

A Few Final Tips

Please be aware that some of these special-use airspace types can overlap. For instance, you could encounter a restricted area sitting on top of a prohibited area. Just because you flew over the prohibited area doesn't mean you're free and clear. You may also see restricted areas and MOAs that overlap or abut.

The bottom line — there are three basic strategies you can use to avoid an unpleasant run-in with a SUA:

Learn what types of SUA you may encounter in your route of flight and the requirements of each one.

Get a good briefing to know what's active and what's not. Stay in contact with ATC when possible. That could mean filing IFR or requesting flight following to help you avoid any last-minute SUA and TFR issues.

<https://faasteam.medium.com/lets-give-em-some-space-4028dea2e7d8>

Learn More

FAA Safety Team Course ALC-42, Airspace, SUA, and TFRs

"Proceed with Caution: A Review of Special Use Airspace," FAA Safety Briefing, Jan/Feb 2015

Pilot's Handbook of Aeronautical Knowledge, Chapter 15, Airspace

Aeronautical Information Manual, Chapter 3, Section 4, Special Use Airspace

Special Use Airspace Map, FAA's Aeronautical Data Delivery Service

AC 91-92, Pilot Guide to a Preflight Briefing

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

Tom Hoffmann is the editor of FAA Aviation News. He is a commercial pilot and holds an Airframe and Powerplant certificate.

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)

May 21, 2023 01:00 PM
Jun 18, 2023 01:00 PM
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
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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!

May 18-21 - Branson, MO - Point Lookout Airport (KPLK) 2023 USPA Flyout. ALL PILOTS WELCOME! For more information, go to www.uspilots.org.



May 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

June 1-4 - Mountain View, AR- Wilcox Field (7M2) Annual Ecoupe Regional Bust out of Winter weekend. Every type of aircraft is welcome. Friday Evening Banquet at Angler's Inn with guest speaker Dan Gryder from Probable Cause YouTube channel. For information and registration: <https://ecoupe.org/index.php/calendar-of-events/eoc-supported-events/2023-bust-out-of-winteror>

June 3 - Shell Knob, MO - Turkey Mountain Airport (MO00) from 8 am - 12 pm... Judy's famous "Omelet in a Bag" breakfast fly-in. By donation. For additional information call: Judy at 417-858-6345; Cell 417-671-1832 This event will be in a hangar off the Southwest parking area ** Note CTAF 122.9

June 3 - Morrilton, AR - Morrilton Municipal Airport (KBDQ) 9:00 AM 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. 501-472-1197

June 3 - Springdale, AR (KASG) Free Ground school at Springdale first Saturday of every month upstairs in the conference room 9 AM until noon. CFII Gary O'Neal and NWA Flying Club. Note that the restaurant in the terminal is open now for breakfast before or lunch.

June 3 - Ponca City, OK- Ponca City Regional Airport (KPNC) - Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30 AM. Fantastic food;The requested donation is \$10 adults, \$5 children under 12. (and well worth it) Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884 email: ou444@yahoo.com

June 9-11, 2023 Willow Springs, MO (1H5) Annual Fly-In/Camp-Out A full weekend of aviation fun, fellowship, friends, great food, static displays, spot landings and music all in a park-like setting. A 50s Doo-Wop dance planned on Saturday evening. Free overnight camping, no hookups. Fuel and outdoor shower available. All are welcome! 417 233-1218

June 10 - Mountain View, AR - Wilcox Field (7M2). 8-10 am - Second Saturday Breakfast: By donation. Will be every second Saturday through the summer. Come and enjoy a summer day in Mountain View! Contact Larry Snyder 501-203-8644 for more information or email: 7m2@Yelcot.net

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

