



Snake River Valley
EAA
837



May 2008

CHAPTER ACTIVITIES

MAY 2008

21 MEMBERSHIP MEETING

JUNE 2008

18 MEMBERSHIP MEETING
21 FLY-IN BBQ AT DICK PUGH'S PLACE

JULY 2008

9-13 ARLINGTON NORTHWEST FLY-IN
16 MEMBERSHIP MEETING
28-AUG 3 AIRVENTURE AT OSHKOSH

AUGUST 2008

20 MEMBERSHIP MEETING

OFFICERS

PRESIDENT: BURT HARGER 208-549-2067
VICE PRES: KEVIN HOIRUP 208-549-0781
TREASURER: CHERYL CRUSON 541-889-9081
SECRETARY: DALE CRUSON 541-889-9081

BOARD OF DIRECTORS

DICK STRAWN 208-452-3149
JIM MANN 541-889-8958

TECHNICAL ADVISOR

ALAN DANIELS 541-889-2205

FLIGHT ADVISOR

JERRY WAGGONER 208-452-4902

YOUNG EAGLES COORDINATOR

DALE ALEXANDER 208-465-7925

DA518N@Q.COM

WEBSITE EAA837.ORG

KEN SIMMONS 208-452-7107

WEBMASTER@EAA837.ORG

NEWSLETTER

KEN SIMMONS 208-452-7107

WEBMASTER@EAA837.ORG

CHECKLISTS, THE GOOD, THE BAD AND THE UGLY

By Ken Simmons

Reprinted from EAA Chapter 14 Newsletter, October 1998

At the last chapter meeting the subject of checklists came up. That discussion brought back memories of the long cross-country flight I took for my Instrument Rating. The use (or lack of use) of checklists played an important role in that flight.

The flight originated and concluded at Naval Air Station North Island (NASNI) in San Diego with stops at John Wayne, El Monte and Ontario California. I was flying with an instructor so I was paying particular attention to the checklists. This included written as well as memorized checklists. I was taught, and believe, that memorized checklists are a necessity for certain phases of an instrument flight. This is due to the speed at which these checklists need to be completed to maintain safety. The checklists I am referring to are the Before Takeoff, IFR Turns, Approach and Before Landing. The ones I use (taught by my instrument instructor) are easy to recall from memory because they each contain five items. This helps ensure each checklist is completed.

The Good

As with any flight, I started with a preflight inspection—using a checklist of course. Since part of the flight would be conducted at night, I checked the lights. This is where I discovered the first problem. The white navigation light was not working. At first this seemed like an insignificant problem, but that was not the case.

After searching for a while, we finally found the key to the maintenance building and eventually a screwdriver and replacement bulb. Then I started thinking “Am I allowed to change the bulb?” I was a low time pilot and hadn’t run into a problem like this before. Was the instructor testing me?

I eventually asked the instructor and he gave me the look “Why are you asking me a stupid question like that? Of course you can change a light bulb.” After I got over the embarrassment we changed the light bulb and we were on our way. The “Good” from all of this was the use of checklists eliminated a potentially dangerous flight condition. Other aircraft can’t avoid you if they can’t see you or can’t determine your direction of flight.

The Bad

Our first stop was John Wayne Airport. This was pretty much uneventful except for the request from ATC to maintain 120 knots on final approach. This isn’t a simple task in a Cessna 172, but we thought it was necessary to avoid becoming nose art on the 727 behind us. We were side stepped to the left runway as soon as we reached decision height. The 727 actually touched down on the right runway before we did on the left.

After we did a quick underwear inspection we set out for El Monte. The landing there was rather boring compared to the one at John Wayne. In fact, nothing exciting happened at El Monte, which included a thirty-minute wait for our clearance. We heard the pilot in front of us telling clearance delivery he was shutting down and would be listening on his handheld.

What a great idea. A handheld would have been real convenient right then, but up to that point I could never justify the expense. Of course the instructor had one, but it was dutifully occupying shelf space at home. Later in the flight we would discover that a handheld radio would have been real convenient.

After stopping at Ontario we headed back toward NASNI. We were soon over a solid cloud deck, pretty typical for that time of year. That’s when the flight got real interesting.

I don’t recall the first indication, but eventually we discovered we were losing electrical power. A check of the ammeter confirmed a steady discharge. We started securing the electrical

equipment we really didn’t need. Off went that brand new white navigation light. Off went one of the radios...if only we had a handheld.

About this time we got a call from ATC. Apparently, our transponder had decided it didn’t have enough power to transmit a reply. I wasn’t real excited about turning the transponder off above a solid cloud deck, but eventually we did. Luckily, ATC could still see our primary target. Sometimes “spam cans” are OK.

With that taken care of, ATC asked if we wanted to declare an emergency. That sent a chill down my spine. All I could think of was reams of paperwork to fill out and a license suspension. Perhaps the worst thought was that I had lost control of the situation. Before I could object, the right seat driver had said yes and declared an emergency. While I was expressing my displeasure with his action, he explained that this was a good idea since we weren’t sure how long we would be able to talk to ATC. If only we had a handheld.

So how could the use of checklists have avoided this problem? Remember those three stops we made? How many times do you think we checked the ammeter? That’s right, exactly zero. In fact, I couldn’t recall looking at it since the run-up at NASNI. I would definitely consider that a “Bad” use of checklists.

The Ugly

So there we were above a solid cloud deck with only a few minutes of electrical power. We didn’t have a lot of options. Descending blind through the clouds over Southern California was definitely not a good idea. That left flying out to sea to drop through the overcast or flying over to the desert hoping it was clear.

We decided on the out to sea option for a number of reasons. We still had one radio for the time being so we knew where we were. Ditching at sea at night was much preferable to unknown terrain. And finally, our fuel status would leave us with few options if the desert was overcast. We continued on toward San Diego.

ATC and ATIS kept reporting a solid overcast over San Diego. We were thinking about the possibility of ditching when we discovered that the weather reports were not entirely accurate. Fortunately for us that meant there was a huge hole in the overcast over San Diego. Lindbergh Field and North Island were clearly visible. As soon as we reported this we were cleared for a visual approach and landing at North Island.

The radio was still working up to this point and when we switched to the North Island tower we were told that emergency vehicles were standing by. Now why did they tell me that? I was a little stressed, but as far as I could remember, the engine would still run with no electrical power. Then I remembered this was a military airfield. I'm surprised they didn't foam the runway.

At this point I thought we were home free so I started going through the before landing checklists. GUMPS was all set so with power reduced I automatically lowered the flaps one notch. They didn't quite make it. You would be surprised how much power those flaps take. In fact, they took the rest of what was left. Now we were totally in the dark with no radio. Well we weren't totally in the dark; we did have a flashlight as part of the night flying checklist.

The "Ugly" thing about this was that I automatically completed items on the checklist without considering the consequences. A no flap landing on a military airfield would not have been a problem, a go-around without a radio could have been. As it turned out a go-around was not necessary and the "Follow Me" truck was waiting for us. Luckily for me he hadn't checked all of his lights so he couldn't turn on the entire sign, "Follow me, Stupid".

APRIL MEETING REFRESHMENTS

Bob Troxel

FROM EAA

EAAers Scrutinize FAA's Sport Pilot Proposals Plenty to praise but some areas of concern

The FAA published its [Notice of Proposed Rulemaking](#) delineating [22 suggested revisions](#) to the Sport Pilot regulations in mid-April. EAAers' evaluations of the "fixes," as the agency referred to them, are largely favorable. However, ideas for improvement to some of the proposed revisions are emerging.

The FAA will field comments on the proposed rule revisions through August 13, 2008. After studying and considering the feedback, and making any adjustments to the rulemaking language, the FAA will issue a final rule. The typical time line for such a process spans 12 to 18 months.

FAA ANSWERS EAA CALL TO GRANDFATHER 51%-APPROVED KITS

As foreshadowed in an announcement made at Sun 'n Fun last week by the FAA's Small Airplane Directorate manager, the agency last week posted to the Federal Register a policy decision to not re-evaluate any previously approved aircraft kits under its forthcoming new policy on amateur-built certification.

"The policy published today represents a significant victory in the EAA community's ongoing advocacy to preserve the enormous recreational and educational value of the vast majority of today's amateur-building practices," said Earl Lawrence, EAA vice president of industry and regulatory affairs.

30,000 and Climbing!

EAA to Honor Homebuilt Aircraft Milestone at AirVenture

The homebuilt movement is fast approaching a major milestone; 30,000 amateur-built aircraft certificated in the United States! And what better place to celebrate that achievement than at the event created by homebuilders more than a half-century ago, EAA AirVenture Oshkosh.

During AirVenture week, July 28-August 3, EAA will announce the honorary 30,000th milestone homebuilt, chosen from among the aircraft flown to Wittman Regional Airport. "Right now we are at about 29,800 certificated homebuilts," said Charlie Becker, EAA director of member programs. This is a huge milestone for the homebuilt movement and EAA could not let it go by unnoticed, so we've created another way to recognize this major achievement."

Meeting Minutes

April 16, 2008

Meeting called to order by President Burt Harger at 7:45.

Old Business:

President Burt Harger gave a report on his progress with the hanger lease with the City of Payette. He went to the city clerk and was told to go to the airport meeting in two days. He did that and everything went very well. The airport committee voted and passed our application for a hanger spot we were told was available. Two days later Bert received a call that informed him that the location was not available any more and we would have to move to a back row that would require a lot of fill material. After looking at the new location it was decided to see if we could find a good location at the Ontario Airport and Dale Cruson would look into that. Dale would also look into the price of hauling in yards of fill material at the new location in Payette. Pete Morgan said he would talk to the person building a hanger adjacent to the new location and see if he has a good source for fill material.

Burt thanked Willy and Dale for flying Young Eagles on March 29th. Ken Simmons said all 5 Boy Scouts finished their aviation merit badges.

Burt said that Chapter 837 was invited to fly a round robin fly with Chapter 103. There is a schedule on the computer and a party it to follow at 8:00 at Nampa.

Dale Alexander said we flew 5 Young Eagles. He also said that June 14th is the National Young Eagles day and many chapters are scheduling a Young Eagles fly on that day. We could do that or pick another day but we would have to find a group of young people to invite to fly. We have another meeting date before June 14th so it was tabled until closer to the prospective date.

Dale also said that he went to the Idaho Aviation Association and there seems to be a misunderstanding about the ACE Academy.

Oregon students are welcome and the price has been lowered to 75 dollars this year. The dates are June 23rd to the 26th at Boise.

New Business:

The Month of May we have no fly-outs but June 21st we are invited to Dick Pugh. We can fly or drive to his strip as it is 2400 feet long and at 4500 feet elevation. It is a one way landing to the north as there is 50 feet difference in elevation.

The meeting was adjourned at 8:13.

Burt showed an informative video about airspace.

Respectfully submitted Dale E. Cruson

Membership Application / Renewal Form

Required Information

Date Paid: _____ Amount: _____

Chapter Dues are currently \$25 per year.
Renewable each January

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Click if you want newsletter emailed

Current National EAA # _____ Expiration Date: _____

Send remittance to:
EAA Chapter 837 Treasurer
375 Outlook Dr.
Ontario, OR 97914