AirPlay

EAA Chapter 162
Nashville, TN

Music City USA

Experimental Aircraft Association Chapter 162.   Serving middle Tennessee since 1966.   http://www.eaa162.org

Left Seat: President's Corner

Greetings for the New Year!

A quick report on where the chapter is today. Our membership continues to grow. We seem to pick up a couple of members or more each month. If everyone re-news from last year as of today we would have 55 members, this is up significantly. Why is this important, you may ask? Well, activity breeds more activity and this benefits the community as a whole. Your participation last year has had significant impact on our group - Thanks!!!

Financially: the group has pretty much maintained its balance in the bank and we are looking for opportunities to use some of these resources in the community. This could be a special program, sponsoring a student, a fly-in, a tool crib, or you name it. We are looking for opportunities in line with the educational purposes of our group. Please keep this in mind if you hear about a need or opportunity.

Programs: the board has almost filled out the year with options. Dates have not been confirmed, but we'll have a variety from hands on maintenance, technical, safety, a couple of homebuilt project programs, and hopefully a warbird program. Keep the suggestions flowing and thanks to member volunteers who so graciously chip in to share their experiences.

Flying Activities: A quick look at our website (planes & projects section - 30 +/-) and you'll see we have an extraordinary variety of aircraft owners within our chapter. If there was one weak spot this past year, I'd have to say it was group flying activities. Let's make it our community resolution to share our flying opportunities within the group and wider community. If in the middle of the week, weather's looking good for the weekend - plan an outing somewhere post an invitation to the members of the group to join in.

See you soon,

Shelby Smith
2007-8 President EAA Chapter 162

On the Horizon: calendar of events

2008 will have more informative and fun-filled Chapter events, featuring a program on a Thursday evening--generally the third Thursday--of each month.

Date	Topic	Location
February 21	Running Past TBO: Why, Why Not?	John C. Tune airport (JWN)
March 8	Fly-out to Sewanee for Spin Training Seminar	KUOS
April 17	Jabiru Sport Aircraft USA	JWN
May 15	Steve Johnson's MX-2	JWN

For details on these and other upcoming aviation events in our region, please see the Chapter website at www.eaa162.org.

Checklists with Notes

Flying TAA (Technically Advanced Aircraft) poses new challenges for us pilots. While the current generation of avionics can do amazing things which make flying easier, this stuff is complex and we have to spend considerable time learning and staying proficient. You don't have to fly behind a glass panel to experience TAA issues. If you depend on a moving-map GPS navigator, you're already there.

Part of the solution for me is a new twist on an old friend. In addition to the normal Checklists I use for various segments of flight (preflight, takeoff, cruise, approach) I have added how-to Notes to help me with procedures for things I don't do often but are important to get right.

Such how-to notes are not new. They are simply checklists in the form of step-by-step instructions. We already have them for procedures like electrical failure, external power start, and emergency gear extension. For many emergency procedures we're trained to refer to the written procedures when we need

them and not rely on our memory. For my aircraft, emergency gear extension is a good example. This is not a difficult procedure, but missing a step, like not pulling the gear motor circuit breaker, can have serious consequences. If the motor should suddenly come to life while you are manually cranking the gear, you are almost guaranteed to suffer a broken hand.

I've made notes for complex flight procedures for a long time, and you probably have too. But it's only recently that I've started treating some of them like my normal checklists.

Figure 1 is the checklist I use for instrument approaches. It's a do-check type list that's customized for me and my aircraft. You probably have a similar one. What this checklist does not cover is use of the autopilot during approaches. That's not surprising as use of the autopilot is optional.

INSTRUMENT APPROACH
IAF
GPS1 App ACTIVATED
Mkr Bcn TEST, Audio ON
Nav1 SET, ID
HSI SELECT CDI SOURCE
ADF LOM SET, ID, MONITOR
App Flaps, 17" MAP, 110 KIAS
Fuel FULLEST TANK
Ldg Light ON
Hdg MEMORIZED
DH/MDA MEMORIZED
MA REVIEWED
FAF
Gear DN 3 Green
Timer START
Hdg Bug SET
DH/MDA SET in AP
Checklist COMPLETE

Figure 1

Over the years I've found that while setting up the autopilot for a coupled approach is actually quite simple, I still manage to mess it up periodically. Regular practice helps, but like many general aviation pilots, I don't do it often enough to where I can be sure to get it right every time. The recent addition of WAAS to my GPS and roll steering capability to the autopilot made this procedure considerably more complex and I found myself making far too many setup mistakes. Some of this is undoubtedly because WAAS is a new

procedure, but history suggests I probably won't ever get it reliably committed to memory. In the mean time, I use the how-to note shown in figure 2.
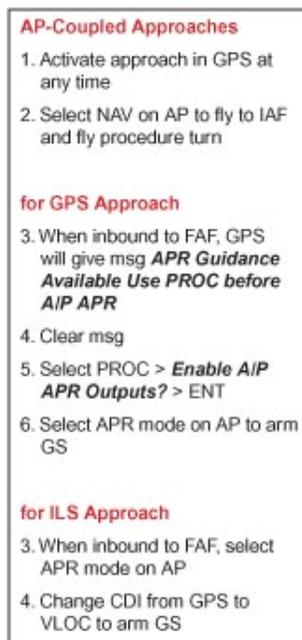
AP-Coupled Approaches

1. Activate approach in GPS at any time

2. Select NAV on AP to fly to IAF and fly procedure turn

for GPS Approach

3. When inbound to FAF, GPS will give msg *APR Guidance Available Use PROC before A/P APR*

4. Clear msg

5. Select PROC > *Enable A/P APR Outputs?* > ENT

6. Select APR mode on AP to arm GS

for ILS Approach

3. When inbound to FAF, select APR mode on AP

4. Change CDI from GPS to VLOC to arm GS

Figure 2

Unless you fly with a Garmin GNS 530W and a King KFC 225 autopilot the details of the procedure in figure 2 may not make much sense, but you'll get the idea that this is a concise, step-by-step set of instructions. Now when I prep for an approach, if I intend to use the autopilot, I first review this how-to note, then proceed with the normal approach briefing and checklist. The payoff for the added step is my autopilot-coupled approaches now get set up properly every time.

Which procedures we develop how-to notes for is a personal choice that depends on how good our memory is and the seriousness of the consequence of getting it wrong. Failure to properly set up an autopilot-coupled approach means I'll have to hand-fly the approach which is not a big deal, unless it's low IFR weather. When the weather is really cruddy, I use every resource I have available. Not only does the autopilot fly a much better approach than I do, while it's flying the airplane, my attention is free to monitor overall approach progress, watch for the runway to appear, and execute a missed approach if necessary. In such situations I don't want to be guessing at the autopilot setup procedure.

A good clue as to which how-to notes we need is where we're having trouble. It's possible that we may need a how-to note initially, but eventually the procedure gets engrained to where it's no longer necessary. That's been the case for me with making changes to flight plans on the 530.

Like the design of our checklists, we don't want to get carried away with developing how-to notes. We should do it only for the procedures we feel are critical and organize them so they are at our fingertips when we need them.

Peter Cassidy

Classifieds

Sightings

Lookin' for lift in all the wrong places…

Join or Renew

It's the beginning of the year and time to renew your membership. EAA Chapter 162 has a 42 year tradition of fellowship, fun and service, and is open to anyone who likes aviation of any kind. Join us for $30/year (or just $10 for seniors 65 and older, or youth up to college age.) Use the form that is part of this newsletter, and send your check and the form to:

> EAA Chapter 162
> P.O. Box 22298
> Nashville, TN 37202 – 2298

Got News? Send it in!

Been on an interesting trip and want to write a trip report? Got a great picture with that new digital camera? Got an aviation gadget you'd like to sell? Working on a project that you'd like to share with others? Put it in our newsletter! Send your pointers, news and views to eaa162news@gmail.com

Tailwinds and best wishes for a safe and enjoyable 2008!

Dan Masys
And the EAA162 chapter communications committee

EAA Chapter 162
Membership Information Form

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Any other information you would like to share or programs you would find interesting or helpful - list below

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