

# WING FLAP

EAA Chapter 52 Sacramento, California

Plug & Play  
Finally playing!

By Rick Stockton featuring N120EJ

At the Golden Gate Fly-In, one of your member said he was going to the Copper State Fly-In the next Saturday. After my last trip to McMinnville and the corrections I had made on my plane I thought that was a good idea. I started planning the trip. I love ForeFlight. I put it on fuel prices and looked for airport within two hours of KDWA. Portville KPTV won.

I have no fuel gauge, but use a calculated fuel tank that figures out the fuel flow then subtracts from the calculated fuel tank. It was working, but the MGI has been turning itself off whenever I press the PTT switch and talk and restarts. It's a grounding issue, but I could not figure out what was causing it.

Portville would be my first stop for fuel at \$4.55 on Friday the 23th. I took off at 8:54 and landed at 10:46 took on 12.81 gallons. I had filled up the day before at the Nut Tree then flown to KDWA. The next stop on my route was Barstow Daggett, KDAG. Gas was pricey! I thought of flying to Apply Valley at \$3.99 a gallon. As I was going to Kingman I chose KDAG instead. Afterwards there was only two miles difference between going from KPTV KAPV KIGM. Cost wise I would have saved \$16.88. Oh well, you live and learn. I arrived at Kingman at three o'clock. Total flight time for the day was four hours and forty-four minutes. After a fill up I met my sister and we had dinner with her husband downtown.

The next morning was cool and crispy I got the AWOS report and headed to Runway 21. While waiting for the oil temp to come up the wind changed direction and they started using 3. I taxied to 3 and the oil temperature was still in the yellow. After checking mags I was off at 8:06. I had plan a straight route to Buckeye VOR then over to Case Grande KCGZ, but ATC had other ideas. There seem to be a TRF on my route and somebody was going to be shooting rocket up. When I had gotten my brief there was no TRF's along my route. Anyway, they vector me towards Phoenix then switch me over to Luke Air Force approach. As I neared the Buckeye they gave me a direct to Case Grande. Luke turned me over to Phoenix Approach. I was at 75k and they didn't want me in their airspace. I was given a ninety degree turn to the south and told to get out of the Class B airspace. I paralleled the Sierra Estrella hills until I was south then they let me continue into Case Grande. I spotted the airport by the smoke trailing four airplane flying over the field. I entered the traffic pattern on the north side left downwind and was number one for landing. There was a ninety degree cross wing about five knots. I think

## SPECIAL EDITION

there were fifty people watching the landings. Of course, I bounce about three times. I had made up a sign and was directed to parking next to a funny looking [canard](#). I believe it is a French plans built aircraft.

Once I was registered I started looking at all the aircraft. The main airport ramps had airplanes all over it. They had Warbirds, Homebuilts, Vintage, Helicopters, Lightsports then across the south side they had Ultralights. They had five tents with forums going from 9 o'clock until 4 o'clock. They had a vendor's tent with a lots of exhibitors. I took a couple of pictures of the planes and one Warbird I could not figure out what it was, can you?

Just before three o'clock I decide to leave. I pull my plane out and there was an odd looking mid wing home built in front of me. I waited for him to get started, then waited, then waited some more, he had a guy try to prop start his plane, but it would not start. I waited some more, then I pull my plane through the line to the other lane of traffic. I ended up having to wait again. The mid wing plane got started, but I was waiting again. Finally, they got started and I followed them out on to the main taxied way. The guy driving was being very caution as he was slower than the guy walking by him on the taxi way. We made it to the run up and I went to close my door. It would not lock and had to pull out of line and shut down. I had turn the lock to the locked position. Jump back it and started the engine. Manage to be let into the line of airplane taking off and couldn't get the rear part of the door to lock. Pulled out of line again and locked the brakes and got the rope knot out of the way of the door seal. I have a rope between doors to make sure the rear lock is locked. Once again, was able it get in line for takeoff, but had to wait for a P-51 doing a high speed pass and a J-3 cub on the runway. The P-51 did his thing and the J-3 took off and made a ninety degree twenty feet off the runway. Off I went. Density altitude was there in good standing. Twenty-five minutes later I landed at Glendale, AZ to meet up with an old friend from my flight instructing days with Flight Safety. After dinner I hit the sack, but sleep would not come. I hate not being in my Sleep Comfort bed. I asked for a 5:45 wake up called and was up before they called. A quick breakfast at the hotel and they took me to the airport. Added six oz of oil and called the tower. They start work at seven o'clock on Sundays. On takeoff, I followed the river wash out to two thousand feet then called Luke approach I had to climb to 85k to clear the mountain north of Phoenix on my way to Prescott. What surprise me was the way my plane climb in the cool air then the ground speed on the Garmin 430 hit 144kts. By the time I got my camera out it had slowed to 129kts.

Thirty five minutes later I was on the ground at Prescott, AZ KPRC. An old police friend picked me up and we had breakfast. One and half hours later I was in the air.

Density altitude was 70k. After a long takeoff run I turn towards Barstow-Daggett. I again toyed with going to Apple Valley. Fourteen minutes further than KDAG or 22 miles and 1.5 gallons more fuel. I'm still getting a feel for the plane and two hours feels right for fuel. By this time I had figure out that I use just over 6 gallon an hour. Two hours puts me at twelve used and six to empty. I have a 2.5 reverse section in my tank that is part of the six remaining. I've used it a couple of times it does scare you when the engine quits, but it start up quickly when you switch. I put in 12.65 gallons at KDAG. Still had 5.35 gallons in the tank, but my bladder was full after a two hour flight. I shot the RNAV 26 approach and landed. After fueling headed to Portville again via PMD VOR. Made it to Portville in one hour thirty five minutes. There had been a nice overcast coming across the desert, but after takeoff from Portville the sun was out and at a low angle. I fell like my face was being burnt and I could not find my tube of sun block.



I ended up learning a lot about my MGL EFIS and its many features. I ended up uses a splint screen most of the way back. It had a HITS (Highway in the Sky) feature. If you follow the boxes you will stay on course and on altitude. I finished the day with a practice RNAV 34 into Yolo county airport. About half way back to Yolo I figured out that my PTT switch was causing my grounding problem with the EFIS. If I hold the grip the right way then the EFIS does not turn its self off. Another thing for the hundred hour inspection.



Average ground speed for the whole trip was 110.7 kts. Time was 12.6 hour and I used one quart of oil. On landing I had 100.01 hours on the Hobbs. I will being starting an hundred hour inspection this week.

