

Gadgets©

Keep a supply of "postits" of different sizes in your flight kit. Make a frequency list on a longer one for what you expect to need on a given leg. Use small one to diagram destination runway and reference points for anticipated arrival or 45 entry.

Don't spend any money for overpriced devices from the local FBO (Fixed Base Operator or "Sporty's." The following suggestions work just as well for a lot less money.

A COUPLE of heavy rubber bands with a paper clip will wrap around your leg and make a good device to hold small note pads.

WEST BEND makes a series of kitchen timers and stop watches that can be bought at flea markets for as little as \$8. These can be fastened to broom clips that will hold to the yoke. FBO's sell less capable timers for about \$30.

A BROOM clip can be screwed to a spring paper clip with a 1-2 inch screw to hold checklists to yoke. A small plastic rectangle will hold approach plates or writing pad.

Keep your ground checklist on a piece of cardboard hung by string around your neck. This should include preflight, pre-start, start, taxi, run-up, and pre-takeoff in one series. A second series should be post landing, taxi, shutdown, and tie-down. The back side of the card should be outlined in red with emergency procedures.

THE ASH tray makes a good pen holder. Fasten a pen or pencil to your clip board with a string long enough to make it useful. Hang a pen or pencil with a couple of rubber bands from the yoke as an emergency scribble digit. Always carry an extra supply of rubber bands.

TAKE TWO old sectionals and cut out a circle 10-12 inches in radius centered on your home airport. Take an old record album cover and cut a circle to maximum size. Center the cardboard and your home airport. Glue the sectional to the cardboard and trim to size. Get a piece of fairly stiff wire or a rubber band. Bend the wire so that it goes through the center of the circle and the other end so that it folds under the circumference. The rubber band must thread through the center and the ends held with a paper clip. Mark the outer edge of the sectional in 10 degree marks and 30 degree numbers as though it were a VORs. These marks should be magnetic courses centered on your home field. If your home field is near the edge of a sectional this card will make it very easy to plan local flights as well as courses requiring both sides of the sectional. Just slide the wire to the desired course. Crease the circle so it will fold for easy storage. The backside makes a good place for emergency checklists, etc. Backside print-out of radio procedures is part of radio material. Design radio callups, reporting points, and runway expectations so that when looking at the chart on one side, you can flip it over and read the appropriate radio material.

A BASEBALL type cap is invaluable when the sun is low on the horizon. It serves well as a barf bag if not ventilated. A bee in the cockpit is a problem best solved with a cap.

A THIN tube of plastic about 15" long serves well as a fuel gauge. Be sure the plastic is fuel resistant. Hold your finger over the end to hold fuel in tube for measuring. Mark the tube at different levels to get accurate time/fuel/flight conditions consumption. Take fuel measurements before and after each flight until you learn to estimate fuel consumption accurately for the flying you do.

SILICA GEL can be purchased with a plastic basket at Motor Home Suppliers. This will absorb cockpit moisture and protect the interior of an aircraft.

LOSING fuel out of the overflow tube can be fixed by raising that side of the plane on a 1x12 or 1x12 ramp for the low wheel.

A long CLIP BOARD can be cut so as to be 2" narrower and then used sideways. Keep permanent checklist data and flight information such as clearance sequence, rate of climb per mile, time over 5, 10 mile distances, on one side. Have a supply of extra clips to hold notes, etc. Wide clip boards interfere with the yoke.

SUN GLASSES

Sunglasses that pass less than 15% light will reduce acuity. Photochromic lenses may not work well with aircraft windshields. These glasses may not change rapidly enough for certain mountain conditions. Polarized sunglasses should not be used through a laminated windshield. Many glass cockpit aids cannot be read with polarized glasses. Wearing sunglasses will protect the eyes and reduce visual fatigue. Get the best 'blue-blockers' you can afford.

Keep a partial roll of duct-tape and electrical tape in your flight kit. Carry a "Leatherman" knife, tire pressure guage, and cellular phone. Wear walking shoes.