

# February



# 2002

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## Congratulations Mark & Kandi McCasland!

Congratulations are in order for Mark and Kandi on the birth of their twins on January 3!!

Daniella Marie was born at 9:03 p.m. and weighed 6 pounds, 7 ounces and her little brother, Dustin James was born at 9:05 p.m. and he weighed 4 pounds, 10 ounces. (They actually make them that small??!!)

According to the ever so proud new daddy, both babies are doing great. Mom and Dad on the other hand could use some real sleep!! They probably won't have to look far for a babysitter when they need a nap!

Again, congratulations to the both of you! We can't wait to meet Daniella and Dustin.



## January FOESA Meeting Helps Organizing Get Off the Ground

Elections of officers were held during the January meeting. The following persons were elected officers:

Cindy Nunamaker	President
Donna Schwarz	Vice President
Pam Gentry	Secretary
Bishop David Jones	Treasurer

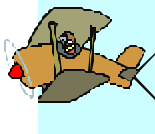
We are looking forward to working with these individuals to improve our organization and make 2002 our best year yet! Congratulations to the officers on their election.

The group decided to open the checking account with Bank Midwest. They have a reputation for working well with organizations and their reputation proved correct. A big thanks to Kelli Rice of Bank Midwest for her help!

Because we are fast approaching the date of the Annual Fly-In, FOESA will meet each month. FOESA will play a large role in the fly-in this year. This event has grown every year and we are probably looking at our largest attendance yet this year. We are going to need a lot of volunteer help! If any of you have friends who would like to help out, please let us know and invite them to attend FOESA meetings so they can see for themselves what type of volunteer positions are still available.

FOESA will meet again on Saturday, February 16<sup>th</sup> at 6:00 p.m. This will be a pot luck dinner so bring a side dish to share! As always, drinks and main course will be provided. This month's main course will be baked ham.





## Prop wash

We all remember what Superman is capable of. What if we related these talents to pilots...

### Supermen of Flight

The Airline Transport Pilot leaps tall buildings in a single bound, is more powerful than a 747, is faster than a speeding bullet, walks on water and gives policy to God.

The Multi-Engine Pilot leaps short buildings in a single bound, is more powerful than a 707, is just as fast as a speeding bullet, walks on water if it is calm and talks to God.

The Instrument Pilot leaps short buildings with a running start and favorable wind conditions. He is almost as powerful as a Lear Jet, almost as fast as a speeding bullet, walks on the water of an indoor pool, and talks to God is prior special request is granted.

The Commercial Pilot barely clears a Quonset hut, loses tug-of-war with twin-engine aircraft, can fire a speeding bullet, swims well and is occasionally addressed by God.

The Private Pilot makes high marks for trying to leap buildings, is run over by Piper Arrows, sometimes handles an airplane without inflicting self injury, can dogpaddle in water and talks to animals.

The Soloed Student Pilot runs into buildings, recognizes a Cessna 172 two out of three times, is issued a parachute, can stay afloat if properly instructed, and talks to imaginary friends.

The Non-Soloed Student Pilot falls over door sills when trying to enter buildings, says, "Look at the airplane!", wets himself with a water pistol and mumbles to himself.

The FAA Examiner lifts buildings and walks under them, kicks airplanes out the hangars, catches speeding bullets in his teeth and chews them, and freezes water with a single glance. The FAA Examiner **IS** God!

### CONTACT INFORMATION

#### Mailing Address:

FOESA  
1203 E. Golf Hill Dr.  
Excelsior Springs, MO 64024

#### **Cindy Nunamaker, Pres.**

(816) 630-1503  
E-mail: SrCindy@aol.com

#### **Pam Gentry, Secretary**

(816) 630-4182  
E-mail: psg@epsi.net



**As always, your comments are important to us!**

## Hangar Improvements Close to Completion

The improvements to the Morton Building are very near finished. In addition to a new concrete floor and a new automatic door, the entire building is in the process of being insulated.

Most of the insulation is installed. Art has spent a lot of time on this project and he could really use some volunteer help to finish it up. The ceiling insulation is all that is left to install. St. Innocent Orthodox Church has been generous enough to donate the use of scaffolding to help with this project so now all that is left to find is the *people* to help. The ceiling insulation will be too much of a job for one person.

Please contact Art Gentry if you are able to help out with this. You can reach him at Excel Computer Store at (816) 630-3444.



*Flying fosters fantasies of childhood, of omnipotence, rapid shifts of being, miraculous moments, it stirs our capacity for dreaming.*

--Joyce Carol Oates



## Future Events at the Airport

At past FOESA meetings, several ideas for events have been discussed. During discussion at the January meeting, the group decided to pursue a couple of these ideas.

Radio Controlled aircraft are a blast to watch. Watching the pilots of these planes control them can be even more fun!! There are several groups around the greater Kansas City area and we will be contacting them about using Excelsior Springs for some of their races or to invite them up just to play and give demonstrations. This is the kind of event that we feel has the potential of drawing quite a crowd from the community and surrounding areas.

Another event being followed up on is an EAA Young Eagles Fly-In.

For those of you who are not familiar with Young Eagles, they provide young people with aviation education and airplane rides during their events. A Young Eagles event is always a lot of fun and we hope to host one here at Excelsior sometime in 2002.

Keep reading the newsletter for more information about these and other events at the airport. Our ultimate goal is to bring more activity to the airport and we feel that events such as these will help us to achieve that goal. Your input on this subject is important to the group. If you have suggestions, please let us know! You will find information on how to do that in the Contact Information in the opposite column.



## So Say The FAA

### Suspected Unapproved Parts (SUPs)

By: Salvatore Scalone

On November 15, 1995, the Suspected Unapproved Parts (SUP) Program Office (AVR-20) opened for business as a result of recommendations made by a special task force earlier that year. This office is responsible for promoting a cohesive, consistent, aggressive approach to SUP and has been extremely successful in identifying unapproved parts and removing them from the aviation system.

The SUP program extends beyond the FAA and into a very active and diverse aviation community. Conversations with parts suppliers, distributors, and legal enforcement authorities revealed (and often still reveal) that there are many people who do not understand the importance of installing only approved aircraft parts. To combat this, seminars with the aviation community were (and still are) being held. As a result of the increase of public awareness of SUP, there has been a significant increase in SUP notification and investigations.

An aircraft is considered safe when it is in airworthy condition. Airworthiness means the aircraft conforms to its type certificate and is in condition for safe operation. Risk is increased when an aircraft part cannot perform its design function. Unapproved an aircraft part does not conform to its approved design (consistent with the drawings, specifications, and other data that are part of the type certificate, supplemental type certificate, or field approved alterations), it is uncertain how the part will perform when installed. An installed unapproved part increases risk, reduces safety, and could introduce an unexpected threat to an operating aircraft.

If this sounds a little confusing, think of the mechanic who installs a brake master cylinder on your car. If the master cylinder is an approved part (properly designed and manufactured) and was properly installed, you would have reasonable assurance that it will consistently perform its intended function. Your vehicle will stop each and every time you want it to stop. The installation of an unapproved master cylinder increases risk, reduces safety, and could introduce an unexpected threat to the safe operation of the vehicle.

Because of the inherent danger of unapproved aircraft parts, they must be kept out of the system and off aircraft. The SUP program has demonstrated the most effective approach to dealing with SUPs. The entire industry must continuously be proactive in identifying and removing them. Additionally, we must stop those individuals who attempt to profit from the intentional manufacture and/or sale of unapproved parts. Their priorities are not safety first.

Anyone can report a Suspected Unapproved Part. AVR-20 is the focal point and notification can be as simple as a telephone call. The FAA Aviation Safety Hotline may be called at 1-800-255-1111 to report any conditions affecting aviation safety, which includes SUP reports. In addition to the Safety Hotline, any FAA office can take SUP information and forward it to AVR-20 or an individual can call AVR-20 directly to make notification. Dedicated AVR-20 specialists review each SUP notification, which often results in an official SUP investigation. The identity of the individual reporting a SUP can be kept confidential. You only need to ask.

FAA Form 8120-11, Suspected Unapproved Parts Notification, includes instructions for completion and identifies the information needed to initiate a SUP investigation. This form is commonly referred to as "The Most Important Form in the SUP Process." This is because it contains the information on the part or material that the people in the field have found to be in a questionable state. It must be noted that the information transmitted on this form will assist the Technical Specialist at AVR-20 to determine what the reporter has found. If the information is incomplete, it may result in the loss of an investigation allowing the parts or materials to saturate the industry until all the information is reported.

The form is included in Advisory Circular 21-29B and can also be found at FAA Offices or on the SUP Program website:

<http://www.faa.gov/avr/sups.htm>

Completed forms should be sent to the SUP Program Office at:

FAA, SUP Program Office, AVR-20  
45005 Aviation Drive, Suite 214  
Dulles, VA 20166-7541

Phone:

(703) 661-0580

Fax:

(703) 661-0113

**Happy  
St. Valentine's  
Day**

