

Volunteers Needed for Small Spruce-Up Projects

FOESA is dedicated, as is Excelsior Aviation, in improving the efficiency and the appearance of our airport. Over the years, many projects have been undertaken to move toward that goal.

There will always be projects that need done but there are some that can contribute to both the efficiency *and* the appearance of the airport.

Some of those projects are being planned and some are ready to be completed. For most of these projects, the materials are already on hand just waiting for volunteers to be there to make the materials into the completed project!

Our priority list currently consists of pavement repairs to the ramp, general building and hangar clean-up, and painting the T-Hangars. The materials for these three projects are on hand. We would like to see these projects completed before the Fly-In because they will make our airport even nicer looking and easier to use than it already is.

If you or a group of friends would like to help with any or all of these projects, please call the airport or any of the contact persons in the contact information on page 2 to obtain more information.



Aviation Materials for Children and Teens Needed

Each year, more and more school age children become interested in aviation. As a local airport, we are vital to schools as a resource that they can use to help with the expansion of each child's education regarding aviation.

Our local schools have brought groups of children to tour the airport and learn a little about the aircraft and how an airport is operated.

That program will be expanding beginning this year. FOESA is currently in search of aviation education materials that are suitable for children in all the different age groups; from preschoolers to high school teens.

Please contact us if you have or know where we can obtain materials of this nature.

Volunteers who are enthusiastic and knowledgeable about aviation are needed to perform these guided tours at our airport and to help keep the interest in aviation strong in these kids.



Welder Wanted

By: Bishop David (Jones)

Photo By : Art Gentry

What are those yellow cones out on the grounds of the airport? They form what is known as a segmented circle.

The segmented circle is part of a vintage system used to inform pilots of airport conditions. The circle was easy to see from the air, and could also be used to indicate non-standard traffic patterns. At the center of the circle is a large yellow tetrahedron.

What is a tetrahedron? It is a wind direction indicator mounted on a post anchored in the ground. Free to rotate it will always show which direction the wind is coming from. Pilots can see the tetrahedron from a greater distance than they can a windsock. Lights were installed for night time operations.

While rarely seen today, this system was very common during the time our airport was constructed. Art Gentry was recently able to secure the cones and plans for the tetrahedron. We are currently seeking someone with the knowledge and equipment to construct one for 3EX.

If you or someone you know of could help with this project, please call the airport or contact Art Gentry at Excel Computer at 816-630-3444.

As you can see from this picture, this is going to be a nice addition to our airport, and help us maintain our own ties to aviation's past.





Prop Wash

Aviation 101

Some things just need remembering!

1. Flying is not dangerous; crashing is dangerous.
2. Speed is life, altitude is life insurance. No one has ever collided with the sky.
3. It's best to keep the pointed end going forward as much as possible.
4. Flying is the second greatest thrill known to man...Landing is the first!
5. The probability of survival is equal to the angle of arrival.
6. Always remember you fly an airplane with your head, not your hands.
7. You know you've landed with the wheels up when it takes full power to taxi.
8. Those who hoot with the owls by night should not fly with the eagles by day.
9. A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down – all of them trying to become random in motion. Helicopters can't really fly – they're just so ugly that the earth immediately repels them.
10. Young man, was that a landing or were we shot down?
11. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
12. Aviation is not so much a profession as it is a disease.
13. There are three simple rules for making a smooth landing. Unfortunately, nobody knows what they are.
14. Any attempt to stretch fuel is guaranteed to increase headwind.
15. A thunderstorm is never as bad on the inside as it appears on the outside...it's much worse.
16. It's easy to make a small fortune in aviation. You just have to start with a large fortune.
17. A male pilot is a confused soul who talks about women when he's flying and about flying when he's with a woman.
18. A fool and his money are soon flying more airplane than he can handle.
19. Remember, you are *always* a student in an airplane.
20. Keep looking around, there's always something you've missed.
21. You cannot propel yourself forward by patting yourself on the back.
22. Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.
23. Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.
24. Gravity never loses! The best one can hope for is a draw.

Membership Response

Response to the large January mailing that was sent out in an attempt to solicit membership and to update our membership records was moderately successful.

Those who have been members for quite some time responded promptly. According to Treasurer, Bishop David Jones, this was greatly appreciated. Not only did members send in their membership dues, but there were several who sent in that amount and then some as a donation. Those donations go toward a lot of good things that the Friends do throughout the year at the airport.

Those of you who have paid your membership dues in person but have not completed an updated membership application, please pick one up or let Cindy Nunamaker, Secretary, know and she can e-mail you one that you can print out and send in. The address appears on the application.

Anyone who has friends or family who would like to become involved in the airport, invite them to join us. The group is fun and we do a lot of good things at the airport that they would enjoy participating in. Just contact anyone on the contact list and they can answer any questions they may have.

As usual, thank you to all of those who responded and those who are always there to help out!

Contact Information

Airport:

1203 E. Golf Hill Dr.
Excelsior Spgs, MO 64024
816-630-2369
www.excelsiorspringairport.com

Zora Baldwin – V.P.

816-580-3161

Cindy Nunamaker – Secretary

816-630-1503
816-536-1681 (Cell)





From the Desk of
the faa

Winter Weather Information for Pilots

Things to Remember About Ice

- Remember, there is no such thing as “a little ice”.
- Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures
- When there is a chance of ice, be sure that you can reach warmer than freezing temperatures, either above or below your altitude, or clear air, within the performance of your aircraft.
- If you are topping clouds to stay out of ice, remember that the “tops” become higher near the low pressure center.
- If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps the valves in the pneumatic system from sticking.
- If climbing above an icing layer, don't climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.
- Pass along icing and cloud top information to Flightwatch on 122.0.
- When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.
- A “zero flap” or “partial flap” landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

Things to Remember in General About Winter Flying

- If your aircraft's battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.
- Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed up and gyros are up to speed before takeoff.
- Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.
- During engine start be cautious about over priming your engine. Have a fire extinguisher nearby in case of an emergency. Preheating is the safest way to winter starts and it is easier on the engine.
- After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.
- Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.
- Dress for survival when you fly this time of year. Also, pack a winter survival kit.





February, 2004

FOESA Meeting Date Set

The Friends of Excelsior Springs Airport will meet on Sunday, February 8 at 5:00 p.m. While FOESA normally meets on the first Sunday of even numbered months, the meeting was rescheduled to accommodate Super Sunday activities

It is vitally important that as many FOESA members and other airport supporters attend these meetings as possible. With the Fly-In coming earlier than in previous years, we have a lot of work to do in a much shorter period of time. Your input makes everyone's job much easier.

No potluck is planned for this meeting. However, if you would like to bring a snack to share it would be appreciated. This crew does love to eat, however it certainly isn't a requirement. Your presence is all that we ask for.



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Stockholder's Meeting Date Set

The annual stockholder's meeting for Excelsior Aviation, Inc. has been rescheduled for February 8, 2004 at 3:00 pm at the airport.

This meeting is limited to stockholders of Excelsior Aviation. The Friends of Excelsior Springs Airport meeting will begin at 5:00 pm following the stockholder's meeting. Of course, stockholders are more than welcome to stay and attend the FOESA meeting.