



April 2002

This is the Month!!

This is the month that Art and Pam Gentry become Grandpa and Grandma!

Chip and Pam, their son and daughter-in-law are expecting baby Alex to be born any day now. Of course, they are prepared to let us all know as soon as Alex makes his appearance.

Congratulations Chip and Pam and also to Grandpa and Grandma Gentry!



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Next Meeting Date

The Fly-In is coming up quick! Because of this, FOESA will be meeting more often than usual. The next meeting is set for April 6 at 5:00 p.m. This is not going to be a potluck. Instead we will just be having munchies. So bring your favorite munchies to share and we can hopefully get through this meeting in a short period of time and get a lot accomplished.

The To-Do list still has several open spots on it and we need to be seeing those spots filling in with names of people who are willing to be responsible for making sure that particular item is being taken care of. So please make every effort to be at this meeting and help out in that area.

If you aren't at this meeting, you will also miss out on the next bit of big news. We have an event coming to this fly-in that has never been held at our airport before and is sure to be a HUGE draw!! So make sure you're there to hear what it is!!

Clay County Friends BBQ Fundraiser *April 7*

Friends of Clay County Regional Airport will be having a BBQ fundraiser Sunday, April 7 from 11 to 1.

This BBQ will coincide with the Comanche Fly-In also being held that day at Clay County.

Currently, they are in need of donations of hamburgers, hot dogs, buns and soda. If anyone would like to donate, contact Jim Dickerson at 816-436-1339 or e-mail him at clr2taxi@aol.com.



Prop Wash

Must-Have Aviation Definitions

Airfoil – Reynolds Wrap for manufacturing aircraft wings.

Airspeed – Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Angle of Attack – Pick-up lines that pilots use.

Arresting Gear – A Policeman's equipment.

Bank – The folks who hold the lien on most pilots' cars.

Barrel Roll – Sport enjoyed at squadron picnics, usually after the barrels are empty.

Carburetor Icing – A phenomenon happening to Aero Club pilots at exactly the same time they run out of gas.

Cone of Confusion – An area about the size of New Jersey located near the final approach beacon at an airport.

Crab – The squadron Ops. Officer.

Dead Reckoning – You reckon correctly or you're dead.

Engine Failure – A condition which occurs when all fuel tanks become filled with air.

Firewall – Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance – Half the distance from an airplane to the nearest emergency landing field.

Hydroplane – An airplane designed to land on a wet runway that is 20,000 feet long!

IFR – A method of flying by needle and ripcord.

Landing – a controlled mid-air collision with a planet.

Lean Mixture – Non-alcoholic beer.

Motor – Word used by student pilots and Yankees when referring to the engine.

Nanosecond – Time delay built into the stall warning system.

Parasitic Drag – A pilot who bums a ride back and complains about the service.

Range – Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture – What you order at the other guy's promotion party.

Roger – Used when you are not sure what else to say.

Roll – The first design priority for a fully loaded KC-135A

Service Ceiling – Altitude at which cabin crews can serve drinks.

Spoilers – The Federal Aviation Administration.

Stall – Technique used to explain to the bank why your car payment is late.

Steep Bank – Banks that charge pilots more than 10% interest.

Tactics – What a clock sounds like when it needs fixing.

Tail Wind – Results from eating beans before taking off, often causing Oxygen deficiency in the cabin area.

Turn and Bank Indicator – An instrument highly ignored by pilots.

Useful Load – Volumetric capacity of the aircraft, disregarding weight of cargo.

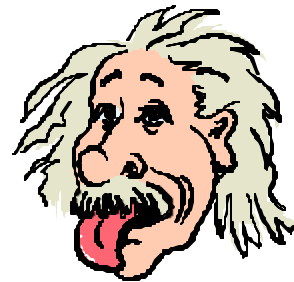
Up – A chant used by pilots taking off from Colorado Springs, who want to discover the meaning of life.

VOR – Radio navigation aid, named after VORtex effect of pilots trying to home in on it.

Windssocks – Socks that need darning.

Yankee – Any pilot that asks Houston Tower to "Say again".

Zero – Style and artistry point earned for a gear-up landing.



Searching for Volunteers

The Fly-In has grown to astronomical size this year. Those of you who have not been attending the meetings haven't heard the impressive list of events that are coming up! Of course, with the number and variety of events growing, that means that the size of the crowd will grow right along with it!

With the increase in the numbers of people we expect this year, the need for volunteers is becoming a top priority. We are currently signing up volunteers for all day or even for a couple of hours.

Anyone who would like to volunteer or know of some group or individuals who would be interested in helping us out, please contact us immediately. There are a wide variety of jobs still available for volunteer staff. Please contact us as soon as possible to be able to pick the job you would like to do. See the contact information for phone numbers and email address. We would like to see everyone show their support for the airport by volunteering at this year's Fly-In. Not only does it show your support but you will have a lot of fun too!

Update on Fly-In

Boy, is this Fly-In growing! For those of you who have not been attending the meetings, the list of events going on at the airport on Friday evening and Saturday (May 17 and 18) is getting quite impressive!

So far (and we aren't done yet!) on Friday evening starting around 5:30, the Northern Knights, a local radio control aircraft club, will put on one great show. They will be having a combat fly with their radio-controlled aircraft that is sure to be something to see! They will be back on Saturday to perform demonstrations around 2:00 p.m. We certainly want to send out our thanks for coming up and entertaining not only us but also probably a whole LOT of other people. This is the kind of activity that will bring people up to our airport to see what's going on!

Also on Saturday, we have definite confirmation from EAA Chapter 612 out of Roosterville that they will be joining us and their Young Eagles pilots will be providing free airplane rides for children ages 8-17! At this time, we are looking for backup pilots to relieve them. If this is something that you would like to find out more about, give us a call and we can hook you up with the right contact person there to help with that!

On Saturday, we have worked out a deal with Edmo Distributors that is going to allow us to have a slew of pilot supplies and aviation novelties on sale Friday evening and Saturday.

And of course, don't forget that we still need volunteers for Friday evening and Saturday. With the list of events being added to this year, we are going to need more volunteers than we have ever needed. Please show your support and be at the meetings and sign up for a few hours of volunteering to help out. See the contact information to contact either Cindy or Pam to sign up for a time slot to volunteer. The good jobs will of course go first so if you want to have an opportunity to have a say in what you will be doing, call now before all the choice positions are gone!

CONTACT INFORMATION

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Pilot Tip

A quick way to make sure you are not spending too much for your Insurance Renewal, give your agent a call 90 days prior to expiration and update your times and ratings. A few minutes spent might save you some premium dollars. It might be just enough to put you into that "next" classification. Too many pilots ignore the request for updated information and the renewal quote is based on LAST YEAR'S information.



SO SAY THE FAA

Fatigue and Go, No-Go Decisions

By: Dr. Stephen W. Roberts, MD, AME

There is an old axiom in aviation that, "Flying is characterized by countless hours of boredom, followed by moments of sheer terror."

Fatigue, a normal physiological response of the human body to sleep loss and circadian rhythm disruption, is characterized by decreased physical and mental efficiency.

Common signs and symptoms of fatigue include sleeplessness, overall discomfort, irritability, depression, apathy, physical and emotional isolation from others, loss of appetite, slurred speech, visual fixation and impaired visual perception, decreased alertness, difficulty concentrating, slowed reaction time, need for increased sensory stimulation to react, impaired short-term memory, poor judgment, loss of accuracy and control smoothness, unawareness of errors, and responses to become increasingly more dependent of previously acquired habits (good or bad).

Any of these manifestations can be aggravated by individual exposure to other stressors, including low barometric pressure, noise, vibration, G-forces, high ambient temperature, and low humidity. Furthermore, self-imposed stressors, such as poor physical fitness, inadequate diet or nutrition, inadequate hydration, excessive body weight, drug and alcohol use or abuse, use of medications, excessive caffeine consumption, and tobacco use can predispose you to becoming fatigued. They can also aggravate fatigue.

Sleep is a period of rest for the body and mind during which bodily functions are partially suspended and consciousness is temporarily interrupted. Sleep is as necessary as food and water for the well being of an individual. The average healthy adult is accustomed to a single, prolonged sleep of approximately eight hours. During a typical 24-hour day, there are two normal periods of sleepiness: between the hours of 3-5 a.m. and

3-5 p.m. Sleeping less than eight hours per day can result in sleep loss, which can become cumulative.

After sleep loss, the most notable feature of recovery sleep is its increased depth, rather than its duration. This means that following sleep loss, you do not have to sleep the same number of hours that you lost. Sleep loss can be caused by all of the above reasons plus circadian rhythm disruptions, sleep disorders, stress, bad sleep habits, uncomfortable sleeping environments, In addition, with increased age, sleep becomes less deep and more disrupted, and nocturnal sleep decreased. The main physiological effect of sleep loss is an increase in sleepiness, which causes fatigue.

Circadian rhythm defines a biological cycle of approximately 25 hours that determines the physiological behavior of all body functions. They are influenced by the succession of day and night, changes in ambient illumination, and timing of food consumption. Circadian rhythms can be affected by a sudden change in individual work – rest schedules (shift changes), sudden relocation to a different time zone, use of medications to sleep and stay awake, alcohol and drug use, etc.

Various factors affect your ability to adapt to new circadian rhythms:

- Adaptation takes longer with increasing age.
- Different body functions adapt at different rates.
- Extroverted people adapt faster than introverts.
- The greater the time difference between the time of origin and the local time, the longer it takes to adapt.
- Adaptation into a backward schedule (longer daytime-west-bound flight) is faster than compared to a forward schedule (shorter daytime-eastbound flights).

Signs of circadian desynchronization or incomplete adaptation to a new rhythm include difficulty falling asleep, difficulty remaining asleep, daytime sleepiness, decrease physical and mental performance, gastrointestinal problems and other symptoms associated with fatigue.

Here's what you can do to prevent fatigue:

- Develop a practice of an appropriate sleep routine that includes at least eight hours of high quality sleep in a quiet, dark environment in a comfortable bed.
- Try to get as much sleep per 24 hours during a trip and you would at home.
- Use physical or mental relaxation techniques to fall asleep. Sometimes it is as simple as a hot shower or bath before going to bed.
- Do not eat a heavy meal or drink large amounts of liquids before going to bed.
- Eat a balanced diet to prevent in-flight hypoglycemia.

- Do not consume any alcohol or caffeine for at least 3-4 hours before going to bed.
- If you're having difficulty getting to sleep, get up and try activity that helps you fall asleep such as reading, listening to music, etc.
- Avoid using sleeping pills to promote sleep and stimulants to promote wakefulness unless they are prescribed by a flight surgeon (not likely). The same advice applies to the use of melatonin.
- Take a nap of no longer than 40 minutes immediately before your scheduled flight, if you didn't get enough sleep the night before. A nap can acutely improve alertness because it decreases the length of continuous wakefulness before a flight. Consider it a re-charge of your batteries.

Common misconceptions about fatigue:

- Eight hours of rest are as beneficial as eight hours of sleep.
- I know exactly how tired I am!
- I have lost sleep before, and I did just fine.
- I'm motivated enough to just push through it.
- I am a highly experienced and capable pilot and can still fly this aircraft even if I AM tired!
- I don't need more than three or four hours of sleep every night.
- If I'm tired, all I need is a cup or coffee (or two, or three...) to feel better.
- There is a quick and easy fix for fatigue.
- One cure will work for everyone.

Remember what you have read here and fly safe!

About the author:

Dr. Stephen W. Roberts, MD, in addition to being a multi-engine, instrument rated private pilot, is also a Senior Aviation Medical Examiner for the FAA. Dr. Roberts specializes in Aviation Medicine and is considered by many to be an expert in his field with over twelve years experience. He is also a member of the Civil Aviation Medical Association and the AOPA. He is truly an advocate of aviation medicine as well as general aviation. Dr. Roberts has also authored numerous articles in Air Progress magazine and frequently lectures for the Department of Aviation at Mount San Antonio College.

