



APRIL 2003

Thanks to All Members!

This year, the members of FOESA have really come through so far!! The membership invoices went out and the response was phenomenal! Nearly all of the invoices sent were responded to and the members are paid up for another year. There were even a few who included a few extra dollars as a donation to help defray the costs of upcoming events.

So far this year, we have more members than ever in the history of this organization. We hope that with that many people dedicated to seeing the airport operations continue that those who were so prompt to show their support by paying their membership dues will also be ready and willing to help out at events and with the general upkeep of the airport.

We have a lot of events planned for the upcoming year and will need all the help we can get!

Again, thanks to all of you who were so prompt in getting your dues in.

2003 Fly-In is Just Around the Corner!

This year's fly-in is shaping up to be **HUGE!** If you thought last year was big, you ain't seen nothin' yet!!

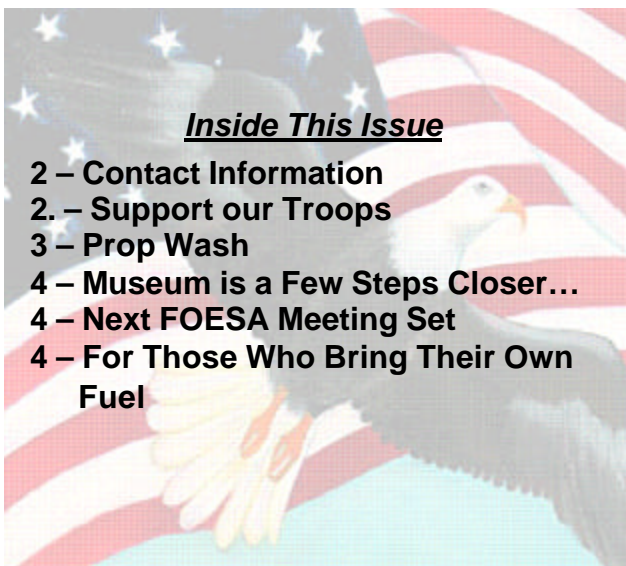
For those of you who haven't been to the airport or to a FOESA meeting lately, the entire Gatsby Days event is slated to be held very near the airport. Across the field on the east side of the runway to be exact. That means that EVERYONE who attends the Gatsby festival (and that always runs into the thousands) will most likely visit the airport as well to see what events are going on there!

FOESA and Excelsior Aviation is counting on all the members of the two organizations as well as members of the community to help with a variety of volunteers duties to keep people safe and to help keep the various vendors and events in the supplies they need to make this event fun and exciting. Please consider giving of your time and talents to help us make this year the biggest success of all.

The festivities will kick off on Friday evening with Northern Knights performing aerial combatting with Radio Controlled airplanes. This is a sight to see!! Even they admit, "it's not *if* you are going to crash but *when!*"

Again, EAA Chapter 612 Young Eagles are scheduled to provide free airplane rides to children 8-17 years of age who have a parent or guardian present to sign their permission. Last year, there were over 150 children flown out of our airport during the fly-in. This year, we could see many, many more than that. If any of you are currently licensed, have valid insurance on your aircraft (and can show proof of it), are willing to rent an aircraft with valid insurance, are national members of EAA, and are ready to help kids get their first experience of flight, or know someone who is, please contact Art Gentry and he will put you in contact with the Young Eagles

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to get signed up to fly with them. They can use all the pilots and aircraft they can get to help get these kids off the ground and in the air.

We have invited all branches of the Armed Forces to join us again this year. We have not yet received confirmation that they will be there but then, we certainly understand if they are not.

There will again be breakfast provided by the Kiwanis Club and Lunch will be provided by FOESA.

Sara Ellerman will be there to show off her latest work in Aircraft Portraits.

This is only a small listing of all the things that will be going on. We will have activities for kids and adults alike so you can see why we need your help and the help of any friends that you may have who would be willing to put in a couple of hours or more for the good of everyone. Please make an effort to contact an officer of FOESA or call the airport for the dates and times of upcoming meetings and get involved. You are always welcome at meetings to voice your input and to have fun with the rest of us.

We hope to see ya soon!

Contact Information

FOESA (Excelsior Springs Memorial Airport)
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Donna Schwarz (President)
816-630-3629

Zora Baldwin (Vice President)
816-580-3161

Pam Gentry (Secretary)
816-630-4182

Bishop David Jones (Treasurer)
816-630-1503

Art Gentry (Excelsior Aviation)
816-630-3444

Your comments and suggestions are ALWAYS appreciated!

Support Our Troops, No Matter What You Believe

OK, so maybe you don't support a war in Iraq but does that mean that we shouldn't support our troops who are over there and over here following the orders of their superiors and doing the job they have been highly trained to do?

We ask that you keep our military men and women in your prayers and if you don't pray, at least keep them in your

thoughts and wish them a safe return to their homes and families. They are laying their lives on the line to keep everyone free to speak our mind, make our opinion known, print whatever we want in the press, free to agree or disagree with the decisions made by our government, and free to lay down our heads at night and know without a doubt that if we wake up in the morning we will have the same freedoms as today.

Here is a little information about your average "GI Joe" that is employed by the US Armed Forces.

The average age of today's military man is 19. He is a short-haired, tight-muscled kid who, under normal circumstances, is considered by society as half man, half boy. Not yet dry behind the ears, not old enough to buy a beer, but old enough to die for his country.

He never really cared much for work and he would rather wax his own car than wash his father's; but he has never collected unemployment either.

He's a recent High School graduate; he was probably an average student, pursued some form of sport activity, drives a ten-year-old jalopy, and has a steady girlfriend that either broke up with him when he left or swears to be waiting when he returns from half a world away.

He listens to rock and roll or hip-hop or jazz or swing and 155mm Howitzers.

He is 10 or 15 pounds lighter now than when he was at home because he is working or fighting from before dawn to well after dusk.

He has trouble spelling, thus letter writing is a pain for him, but he can field strip a rifle in 30 seconds and reassemble it in less time in the dark.

He can recite to you the nomenclature of a machine gun or grenade launcher and use either one effectively if he must.

He digs foxholes and latrines and can apply first aid like a professional.

He can march until he is told to stop or stop until he is told to march.

He obeys orders instantly and without hesitation, but he is not without spirit or individual dignity.

He is self-sufficient. He has two sets of fatigues: he washes one and wears the other. He keeps his canteens full and his feet dry.

He sometimes forgets to brush his teeth but he NEVER forgets to clean his rifle.

He can cook his own meals, mend his own clothes, and fix his own hurts.

If you're thirsty, he'll share his water with you; if you are hungry, his food.

He'll even split his ammunition with you in the midst of battle when you run low.

He has learned to use his hands like weapons and weapons like they were his hands. He can save your life—or take it, because that is his job.

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He will often do twice the work of a civilian, draw half the pay and still find ironic humor in it all. He has seen more suffering and death than he should have in his short lifetime.

He has stood atop mountains of dead bodies, and helped create them.

He has wept in public and private, for friends who have fallen in combat and is unashamed.

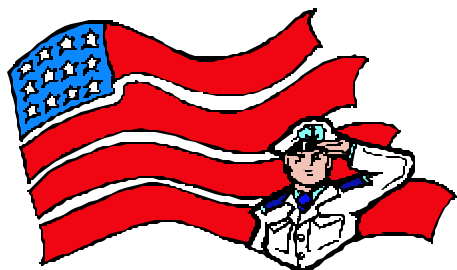
He feels every note of the National Anthem vibrate through his body while at rigid attention, while tempering the burning desire to 'square away' those around him who haven't bothered to stand, remove their hat, or even stop talking. In an odd twist, day in and day out, far from home, he defends their right to be disrespectful.

Just as did his Father, Grandfather, and Great-grandfather, he is paying the price for our freedom.

Beardless or not, he is not a boy.

He is the American Fighting Man that has kept this country free for over 200 years.

He has asked nothing in return, except our friendship and understanding.



Prop Wash

A Pilot's Prayer
(With FAA Supplement)

Oh, I have slipped the surly bonds of earth (1),
And danced (2) the skies on laughter silvered wings;
Sunward I've climbed (3) and joined the tumbling mirth (4)
Of sun-split clouds (5) and done a hundred things (6)
You have not dreamed of-Wheeled and soared and swung (7)
High in the sunlit silence (8). Hov'ring there (9)
I've chased the shouting wind (10) along and flung
My eager craft through footless halls of air. (11)
Up, up the long delirious (12), burning blue
I've topped the wind-swept heights (13) with easy grace,
Where never lark, or even eagle (14) flew;
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space (15),
Put out my hand (16), and touched the face of God.

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Note:

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, crew and passengers must keep seatbelts fastened. Crew should wear shoulderbelts as provided.
3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining in the tumbling mirth.
5. Pilots flying through sun-split clouds under VFR conditions must comply with all applicable minimum clearances.
6. Do not perform these hundred things in front of Federal Aviation Administration inspectors.
7. Wheeling, soaring, and swinging will not be attempted except in aircraft rated for such activities and within utility class weight limits.
8. Be advised that sunlit silence will occur only when a major engine malfunction has occurred.
9. "Hov'ring there" will constitute a highly reliable signal that a flight emergency is imminent.
10. Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.
11. Pilots flinging eager aircraft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager aircraft.
12. Should any crewmember or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.
13. Windswept heights will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.
14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and the appropriated aircraft maintenance facility.
15. Aircraft operating in the high untrespassed sanctity of space must remain in IFR flight regardless of meteorological conditions and visibility.
16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in loss of cabin pressure.



Museum is a Few Steps Closer to a Reality

Well, you have all heard the rumors and now you can rest assured, they are more than rumors!!

Thanks to the efforts of Excelsior Aviation, FOESA, and various aircraft owners, Excelsior Springs is much closer to being the home of the Missouri State Bi-Plane and Antique Aircraft Museum, Inc.

Sounds pretty impressive doesn't it? Well, when you see what has been going on and what is scheduled for down the road a piece, you too will know that it's pretty impressive!

The paperwork is into the State of Missouri and the IRS for official 501(3)(c) status and should fly through with no problems. After all the officialities (is that a word?) are over, the people of Excelsior Springs will be the proud location of one of very few museums in the country dedicated to bi-planes, antique aircraft and other aviation related relics.

The museum is sure to become a destination point for all who love aviation and all that it stands for, the freedom to pursue a dream as the Wright brothers did and the thrill of being in the sky.

We at FOESA look forward to the grand opening that will be scheduled at a later date. As FOESA members, you will be the first to hear the latest news concerning the museum and you will be the first to know the date of its grand opening.

Next FOESA Meeting Set Important That ALL Members Attend

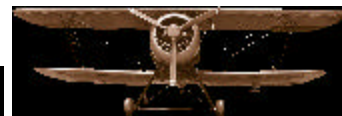
The next FOESA meeting is scheduled for April 16 at 6:00 p.m. at the airport. Art is cooking so don't be late!!

This meeting is of the utmost importance for all people who utilize the airport. Whether they be aircraft owners whose aircraft is based at 3EX or you have your aircraft serviced there or you are a FOESA member who is there for events or any other reason, you need to be at this meeting.

There will be a video shown that it is really necessary for all airport users to see. Titled Airport Watch Program, this video contains information all need to have to help keep our airport up to date on the latest security concerns and what we should be on the lookout for. We may be a small airport but that doesn't mean that we can't have problems that reflect the present times. The video will only last about 30 minutes and that isn't really a lot of time to take to help keep not only our airport safe but your aircraft as well.

We look forward to seeing you there. Please give Pam Gentry a call and let her know that you will be there and how many guests you will be bringing for dinner.

Remember, **Wednesday, April 16, 6:00 p.m.** We'll ya there!



For Those Who Bring Their Own Fuel

Due to insurance requirements, those of you who purchase fuel somewhere other than the airport and transport that fuel to your aircraft, the aircraft must be moved no less than 25 feet from ANY structure, including hangars before you place the fuel in the aircraft.

As you all know, fueling an aircraft inside or close to any structure is dangerous for the person who is fueling and it is dangerous for the structure (whether it be a hangar or any other structure) and for the surrounding aircraft.

Fuel is available on site at the airport for the convenience of aircraft owners and users but that doesn't mean that it must be purchased there. However, if the practice of fueling aircraft inside hangars continues to be an issue, airport personnel will be forced to take a closer look at the situation and enact policies to prevent this from happening in order to protect the property as well as persons or aircraft located there.

So, please, **do not fuel your aircraft within a minimum of 25 feet of ANY structure.**

We certainly appreciate *everyone's* cooperation in this matter. If you notice someone fueling their aircraft near structures, please inform airport personnel so that they can discuss the matter with that individual and we can all feel safer. If we all work together, we can wipe out the danger that this practice poses.

