

## **Fly-In is Only 1 Month Away!**

The 16<sup>th</sup> Annual Fly-In at Excelsior Springs Memorial Airport is less than a month away on Friday, April 30 and Saturday, May 1.

There is a lot to do between now and then and it will take lots of hands to help out.

Even if you are not a regular at the airport, if you have an aircraft there, it is in your best interest to be there to help make our airport look the best that it can.

We have wonderful facilities here in Excelsior and we would like to make sure that it is in it's top condition not just for the fly-in but all the time.

There is general cleaning to be done in all the hangars and in the FBO building itself. We have plans to replace the siding on the second floor of the FBO and we need to finish some work on the runway itself. There is also the usual Springtime yard work like mowing and spraying for weeds and picking up the stuff that irresponsible people throw from their car windows. We also have work days scheduled to get the insulation in the Morton Building re-hung in places and it needs a good general cleaning.

The majority of these jobs are relatively small but they all need to be done. If there are several people up there to help on just a couple of Saturdays, we can get all of these jobs done in a short period of time and have fun doing it!

Unfortunately, there have only been a small core group of people who have been there almost every Saturday and they work hard to get ALL of it done. This is unfair to those people who are dedicated individuals, and most of them don't have planes based there or they don't even fly!

Please be willing to step up to the plate and show your support if you are able to. Even if you only have 2 or 3 hours on a Saturday or Sunday to help out, that's 2 or 3 hours that we have more help and twice as much can be accomplished.

Everyone has jobs, families and other commitments and that is understood but if we all make an effort to make time to come up and help out, we can work together to make our airport look like the great facility that it is.

Please contact any of the individuals listed in the contact information on page 3 and they would be happy to answer any questions that you may have.

Oh, by the way, we usually cook out either for lunch or dinner or both when we are up there working.

**Work days have been scheduled for EVERY Saturday from now till the fly-in. If it rains on Saturday, then the work day is rescheduled for the next day, Sunday.** So we are up there working EVERY weekend.

## **Lots of New Activities at Fly-In**

Most of you have not been attending the FOESA meetings. There has been a lot of new and exciting things happening regarding this year's fly-in.

We will be having a lot of different groups setting up booths, some who have never attended before. This provides another reason that we should all be making an effort to be at the work days every Saturday to help get the airport looking great. These are people who have never visited and we want to put our best foot forward.

We have some other historical groups attending such as the Downtown Aircraft Museum (formerly Save-A-Connie) and Amelia Earhart Birthplace Museum from Atchison, Kansas.

Almost all branches of the Military will be attending and some of them are bringing really fantastic displays.

We have several other aviation related vendors and enthusiasts that have not been to 3EX before.

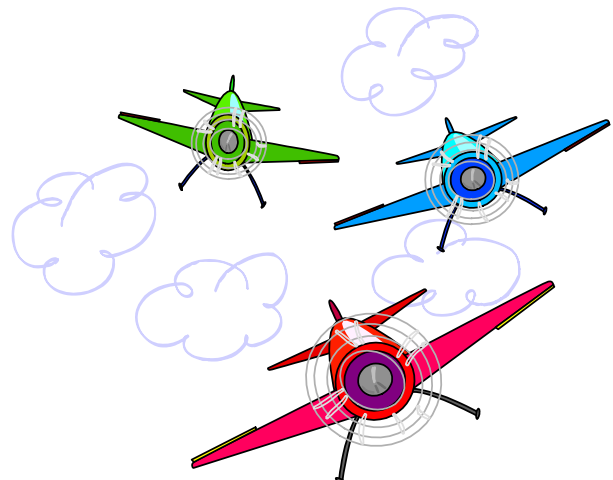
Friday evening we will have the radio controlled airplane group, Northern Knights, combat flying and we will have Wabash BBQ for about \$6 a plate.

On Saturday, the Excelsior Springs Police Department, with donations from Bank Midwest and the Friends of Excelsior Springs Airport, will be holding an Ident-A-Child booth where parents can bring their children and have a kit made up to use in the event that their child ever becomes missing.

Of course, we have EAA Young Eagles coming back and this year it looks like there will be two groups flying children. They are expecting to fly between 150 and 200 children.

There will be all kinds of activities for kids and adults too. There are several new items slated for the museum display in the Morton Building and there are new prizes for the raffle.

We hope to see all of you out there on Friday or Saturday or BOTH! This is an event that is going to be one of the best that we have ever had and it will take effort from ALL of us to make it a success.





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4. When weight is not a factor for the next flight, fill the tanks right after landing. The high humidity of summer can cause moisture to form in fuel tanks as they cool.
5. Don't forget to take care of the most important part of the aircraft – the *pilot*. Bring some water along on trips to avoid dehydration.

Summer brings great opportunities for a GA aircraft with trips for vacation travel to just plain “fun flying”. *Keep summer's risks in mind flying, stay cool and enjoy the great weather!*



**A very happy birthday  
to these members!**

Cindy Nunamaker -- April 11

Mark McCasland -- April 28

### **Membership Directories Available**

The FOESA Membership Directory for 2004 is completed and ready for you to pick up. These directories contain information on contacting other members of FOESA and also other helpful information for pilots and enthusiasts.

The membership directories will not be mailed to members this year due to the cost of postage. If you would like to pick up your membership directory, you can contact Cindy Nunamaker, Secretary, and make arrangements to do that.

The best way to obtain your directory is to be at the FOESA meetings, they are always available at the meetings.

## **CONTACT INFORMATION**

### **Airport:**

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

### **Zora Baldwin – Vice President**

816-580-3161

### **Cindy Nunamaker – Secretary**

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



My, how times have changed!! This is an excerpt from the 1920 US Army Regulations for the Operation of Aeroplanes.

- ☆ Do not take the machine into the air unless you are satisfied it will fly.
- ☆ Never leave the ground if the motor is dripping
- ☆ Do not make any sharp turns while on the ground.
- ☆ Sharp turns will be made by lifting the tail.
- ☆ No machine will taxi faster than a man can walk.
- ☆ Never run motor so as to blow on other machines.
- ☆ Never get out of a machine with the motor on until the pilot taking over can reach the controls.
- ☆ Pilots should carry kerchiefs in a place so as to clean his goggles.
- ☆ Riding on the step, wing, or rails of the machine is prohibited.
- ☆ Never take a machine into the air until you are familiar with the controls and instruments.
- ☆ Pilots shall not wear spurs when flying. No two cadets shall ride together in the same machine.
- ☆ In case the motor stops when taking to the air, the pilot should land straight ahead regardless of the obstacles.
- ☆ On taking to the air, one should look at the ground and the air.
- ☆ You must not take-off or land closer than 50 feet to the hangar.
- ☆ Hedge-hopping shall not be tolerated.
- ☆ No spins on back or tail slides will be indulged in as it puts unnecessary strain on the machine.
- ☆ Do not trust altitude gauges.
- ☆ If you see another machine near you, get out of the way.
- ☆ Learn to gauge altitude, especially when landing.
- ☆ If flying against the wind and you wish to fly with the wind, DO NOT make a sharp turn near the ground. \*\*\*YOU MAY CRASH.\*\*\*
- ☆ If an emergency occurs while in the air, LAND as soon as possible.
- ☆ Before you begin a landing glide, look to see that no machines are below you.
- ☆ Motors have been know to stop while on a long glide.
- ☆ If the pilot wishes to use the motor to land, he should open the throttle.
- ☆ Do not attempt to force the machine onto the ground with more than flying speed. The result is bouncing or ricocheting.
- ☆ Do not use aeronautical gasoline in motorcycles or automobiles.



## **FROM THE DESK OF THE FAA**

### **Summer Weather Information for Pilots**

When the blustery winds of winter finally die down and the warm sunshine starts breaking through, flying a general aviation aircraft is an enjoyable way to travel. Even as nice as summertime travel is, it is not without its unique concerns. The pilot should be aware of special summer weather conditions.

#### **Thunderstorms**

*Information applies to the northern hemisphere*

1. Avoid cells by 20 miles – this means having 40 miles between two cells.
2. Provide extra distance from cells moving at 20 knots or greater and the cell at the south end of a line of storms. This cell does not have to compete for moisture with other cells so it has an abundant “fuel” supply to generate turbulence.
3. Surface dew point and temperature are a good indicator of storm severity. Thunderstorms forming over an area where the dew point is 50°F or higher with more than a 30 degree spread between temperature and dew point indicate a potential for extremely strong storms.
4. If flying a radar-equipped aircraft, learn to use the antenna tilt feature effectively to identify tops of the moisture and to determine if rain is so heavy that it is attenuating the radar beam. Cells shapes and rain gradients provide key information on the hazards of storms. Many commercial training courses are available for instruction in use of weather radars. Remember, radar is for avoiding, not penetrating, storms.
5. Storm hazards are linked to the overall instability of the atmosphere. Check the convective outlook, or “AC Note” as it’s referred to, which categorizes the thunderstorm risk in a warning area as “slight”, “moderate”, or “high”. Use extreme caution when flying in the warning area, especially where the risk is moderate or high. The “AC Note” is accessed by FSS briefers with the command: RQ MKC AC on request. DUATS provides this in the “Severe Weather Warning” section.
6. Check the winds at 18,000 feet (500 milibar level). If they are southwesterly, you can expect storms to form.
7. Consider flying in the morning before the afternoon heat can trigger storms.
8. Consider delaying takeoff when a cell is closer than 20 miles to the departure airport.

#### **Density Altitude**

1. Always check density altitude against aircraft performance figures. Density altitude is pressure altitude (the altitude read from the altimeter when 29.92 inches set) corrected for nonstandard temperature.
2. When departing a high density altitude airport in a non-turbocharged aircraft, be sure to LEAN THE MIXTURE, according to the pilot’s operating handbook. A temperature of 105°F at sea level means a *density altitude of 3,000 feet*, and proper leaning is important.
3. If you’re flying with a full load from a short field with high density altitude, it may be safer to take passengers and payload in two trips to a nearby airport with longer runways. Then fully load the aircraft and depart on course. Be sure to stay within the aircraft’s performance capabilities and your personal minimums for an extra margin of safety.
4. *Multi-engine pilots* should consider the obstacles in the departure path against aircraft *climb gradient* on one engine. Climb gradient is the altitude gained per horizontal distance traveled. Should an engine failure occur at rotation, a Beech Baron, for example, requires a ground roll of 3,760 feet but a total distance of 9,400 feet to clear a 50 foot obstacle. This is for a pressure altitude of 5,700 feet with a temperature 9°C above standard.
5. *Single engine service ceiling* should also be considered for en route planning purposes. Can your multi-engine aircraft maintain the minimum en route altitude if IFR, or a safe altitude if VFR, should an engine failure occur? Select a course that allows suitable airports along the route.

#### **General**

1. Summer haze can reduce flight visibilities to almost zero, even when ground visibility is 3 miles. When flying over bodies of water (lakes, bays) haze can obscure the horizon, and pilots should be ready to fly by instruments. This can pose serious problems for students and low-time private pilots. The haze also make clouds, thunderstorms, and other aircraft difficult to see.
2. Summer flights over the southwestern US desert at low altitudes during the afternoon can encounter severe turbulence from rising thermals. Flights will be smoother in the morning.
3. When crossing a ridge at or near the aircraft’s service ceiling, pilots tend to pitch-up or stay above rising terrain. If a turn back is attempted with airspeed near stall, the increased load factor imposed by the turn can cause a stall/spin accident. Approach all ridges at a 45° angle with at least 2,000 feet of terrain clearance to facilitate a turn back.

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**FOESA Meeting Scheduled. Fly- In SOON!**

The next FOESA meeting is scheduled for Sunday, April 4, at 5:00 p.m. at the airport.

**This is a very important meeting!** This will be one of the last meetings until the Fly-In on April 30 and May 1. It is important for as many people to be there as possible. This is looking like the largest Fly-In we have ever had and we need all the help that we can get. If you can only spare a couple of hours on Saturday, please be at this meeting so that you can have the opportunity to volunteer for a small job that you will enjoy!

**Airport Still Needs Small Spruce Up Jobs Done Before Fly-In**

As most of you know, there have been only a small group of members who have been willing to help out with all the small things that need to be done around our airport to make it look the best that it can.

There are still some of those little chores that don't seem like much but make a world of difference in the appearance of our airport, both inside and out.

Help is needed to finish the sand work on the runway. This is a great job for the nice days that we have been having lately. It gives one a chance to do something that needs to be done, get a little non-strenuous exercise walking the runway and enjoy the wonderful weather. The insulation in the Morton Building needs to be tacked back in places and there is always general cleaning and yard work to be done. Also, our flag pole needs to have new rope on it and there is a light at the airport that needs to be installed so that our flag can fly 24 hours a day.

We will also be having a get-together to put new siding on the second floor. That work day will be announced at a later date but we hope to have that project finished

before the fly-in. That, in itself, will make a huge improvement in the appearance of the building itself.

Your assistance is really needed to complete these projects. The more people that we have helping, the more that we can get accomplished. We all have an interest in seeing this airport grow and prosper and improving the appearance and the services is a necessity for all these little projects to be completed if we are to see that happen.

Please call the airport or contact Art Gentry or any of the officers listed in the contact information to find out how you can help.

Work days have been scheduled for **every Saturday** from now till the fly-in. If it is raining on Saturday, then the work day will be Sunday. We hope to see you there!



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