



# September 2002

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## FOESA Elects New Officers

New officers were elected at the August FOESA meeting. This is the first election since the original officers were installed when the organization was formed more than a year ago.

Congratulations to the new officers:

Donna Schwarz – President  
Zora Baldwin – Vice President  
Pam Gentry – Secretary  
Bishop David Jones – Treasurer

If some of these names look familiar, they should be. Donna, Pam and Bishop David have been officers from the inception of the organization. Unfortunately, there were not very many members present at the meeting so that someone else could have the opportunity to step up to the plate and make an impact. This is unfortunate because without new ideas and other people taking an active role in the governing and planning for FOESA, it's difficult for new ideas to be formulated and new and exciting things to become a regular part of the day to day life of the airport.

There is a long list of current FOESA members and it seems that most of them would rather sit back and let someone else do all the planning and all the work and just be there to enjoy whatever is going on. Let's see some new faces and some new ideas around there. See the Contact Information for phone numbers and e-mail addresses to let our new officers know what you plan to do to help out around the airport and what you would like to see happening. Perhaps you have some contacts somewhere that could grow into a new and exciting event! Of course, you will never know unless you call and see what they have up their sleeves for the coming year!

## Contact Information

Mailing Address:  
FOESA  
1203 E. Golf Hill Dr.  
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816-630-2369

Donna Schwarz  
816-630-3629

Zora Baldwin  
816-580-3161

Pam Gentry  
816-630-4182

Bishop David Jones  
816-630-1503

## Funds Running Low for Airport Operations

According to Art Gentry, President of Excelsior Aviation, the airport could be in real trouble before too long. Funds for general operations at the airport are running a little too low for comfort.

Of course, with the support that the airport has from its FOESA members and from the supporting members of the corporation, we know that as always, we will get through this time of uncertainty also. (Cont. on Page 2)

There is more than one reason that this situation has come about. Probably first and foremost are the events of 9/11/01. During the time that all aircraft were grounded, it financially hurt a lot of small and not so small airport operations, Excelsior Springs included. A long shut down like that has been difficult to overcome for everyone but overcome we will.

There is something that you can do as aircraft owners or enthusiasts to help us over that hump much quicker. If there is more involvement from FOESA members, aviation enthusiasts and even from the general public we could be hosting many more events at the airport and therefore be raising a lot more money for airport operations.

Please give one of the officers a call or drop them a note via e-mail and let them know what you have in mind to help out with keeping our airport one of the best small operations around.

## Thank You Event Planned

A Thanks For Your Support event is being planned for sometime in October.

This celebration will be an opportunity the members of FOESA and for Excelsior Aviation to show their thanks to all the people who were willing to come out to help at the fly-in and for other projects going on at the airport in this past year.

We are working on having Radio Controlled Combat flights and demonstrations although that hasn't been confirmed yet. There will be hot dogs and chips and soda - free while they last for anyone who wants to come up and just hang out but especially for those who have been instrumental in helping us host the great events that have occurred this past year.

The date is still being set so watch the Excelsior Springs Standard or give us a call at one of the numbers listed in Contact Information on Page 1 to get an update of the when and what time! We can't wait to see you there!



# Prop Wash

*(Couldn't help myself! And just because it refers to "him" this doesn't mean that it can't be "HER"!)*

## THE CARE AND FEEDING OF FLIGHT INSTRUCTORS

BY  
DR. WILLIAM A. POWELL

The flight student faces two major problems in learning to fly. One is the airplane--a piece of machinery that can be mastered with perseverance, practice, patience, cool headedness, curses, and an occasional swift kick. The other is the flight instructor--a problem that is not so easily surmounted.

The instructor is a special breed of pilot. He is easily recognizable by his great courage, extreme skill, unbelievable knowledge, low forehead, mean little eyes, and a hungry look. Because he already knows how to fly (fairly well), he already has the student at a complete disadvantage. He is unimpressed with any skills the student may have outside the field of aviation. Therefore, he is dedicated to showing the student how little he knows and, by his own example, how completely unsuitable the student is as pilot material.

Therefore, those who wish to make a success of flying are advised to follow a few common sense rules in dealing with the instructor.

**1. CONSIDER THE WAY THE FLIGHT INSTRUCTORS RATE THEIR EFFECTIVENESS.** The best instructor is the one that can stomp the floor the hardest, hit the instrument panel the most often, curse the loudest, clinch his fist the tightest, and look the maddest of any man in the country.

**2. EARN HIS RESPECT.** Best done by saying your father is president of an airline company looking for pilots at a fantastic salary.

**3. REWARD HIS EFFORTS.** Bribe him with bills of large denominations. He may show you a little about flying.

**4. LET HIM KNOW YOUR PROBLEMS.** Say you are constantly pursued by beautiful women to whom you would introduce him. Instructors are all girl crazy and you will get extra flight time while he thinks it over. It also keeps his mind off your mistakes.

**5. SHOW ADMIRATION FOR HIM.** Let him know you are impressed that he can fly even though he had no sleep the previous night and is suffering from an acute hangover. Instructors are egotistical and will mistake this for a compliment.

**6. LET HIM KNOW WHO IS BOSS.** This is done by keeping your mouth shut, as he already knows who the boss is.

**7. NEVER DISOBEY INSTRUCTIONS.** When the instructor tells you to go to H..., file a flight plan and take off (with him aboard).

**8. BE CHARITABLE.** Always buy coffee for your instructor-- he is always broke.

**9. INTRODUCE HIM TO YOUR FRIENDS AS THE FAMOUS FLYING PROFESSOR.** Later tell them in private what he really is and how he is hindering your flight training.

**10. FLATTER HIM.** Assume he is an airline pilot moonlighting as an instructor.

**11. PRETEND YOU DO NOT UNDERSTAND HIM AS HE SPOUTS OFF HIGH** brow aeronautical terminology. He thinks that only the elite can understand.

**12. SHOW APPRECIATION FOR CHARGING A SMALL RATE FOR LESSONS.** He wouldn't be teaching if he could get any other aviation job.

**13. MARVEL THAT HIS WIFE PERMITS HIM TO STAY AWAY FROM SO MUCH.** Actually, she's out making a living for the family.

**14. LET HIM THINK YOU ARE AFRAID OF AIRPLANES.** He thinks that only experienced pilots have confidence in airplanes.

**15. DO NOT READ THE MATERIAL HE ASSIGNS YOU.** He is trying to further confuse you with what other instructors think. (Actually he wants to see that the way he has been teaching you is better than the way they say to do it in the book.) And besides all you want to do is learn to fly the airplane-- not read books.

**16. DO NOT EMBARRASS HIM BY SHOWING UP ON TIME.** He'll always be late and will like it better when you are late.

**17. LET HIM KNOW YOUR AMBITIONS.** Appear at lessons with hair uncombed, shoes scuffed, and buttons missing from your shirt. Wear a leather jacket with holes in the elbows, and look bored with the whole procedure. He will assume you are interested in becoming a flight instructor and give you special attention.

**18. COOPERATE WITH HIM IF HE WANTS TO SPEND MOST OF THE TIME** set aside for a lesson in the pilots lounge to discuss some material or maneuvers. This means he goofed and scheduled your lesson at a time when someone else was using the airplane.

**19. LET HIM FEEL FREE TO CANCEL ANY LESSON FOR SUCH THINGS AS** charter flights and demonstrating an airplane to a prospective customer. (He'll do it anyway)

**20. IF HE CANCELS A LESSON BECAUSE OF WEATHER, THIS INDICATES** he has gone looking for another job. However, if he cancels because of mechanical trouble with the airplane, this means the mechanic has gone off to find baling wire to keep the exhaust pipe from falling off.

**21. ASSUME WIND CONDITIONS ALWAYS CAUSE HIM TO OFF** HIS altitude and heading when he is flying the airplane. He can't maintain a constant heading or altitude either.

**22. DEMONSTRATE YOUR APTITUDE.** Fly with one wing low and skid in turns. Bounce on landings and let him save you from a ground loop. Instructors think students are knuckleheads.

**23. DO NOT ASK HIM TO DEMONSTRATE EXACTLY HOW TO EXECUTE A** maneuver. He can't do it correctly either.

**24. IF HE LETS YOU PRACTICE A MANEUVER AS LONG AS YOU NEED TO** really get the feel of it, this means he has gone to sleep--so wake him up. He introduces new maneuvers to you only to mystify you-- not for you to learn them with any degree of proficiency.

**25. NEVER LET HIM KNOW THAT YOU SIGHT THE AIRPORT BEFORE HE** does when returning from the practice area.

**26. BEWARE IF HE BEGINS COMPLIMENTING YOUR MANEUVERS.** This means he is about to give up on you as a hopeless case and turn you over to one of the more stupid instructors (for they can handle you since they are your kind of folks).

**27. DON'T QUESTION HIM AS TO WHEN YOU'LL BE READY TO SOLO OR** get your license. He's looking for another student to take your place before he turns you loose.

**28. SHOW THE PROPER MENTAL ATTITUDE.** Convince him you are a lunatic. Instructors will solo students when convinced there is nothing else to be done, and there are bent on suicide anyway. Louse up enough landings and he'll leave the airplane to save his own skin. You can then teach yourself to fly.

**29. DON'T TAKE UNNECESSARY RISKS.** Fly solo whenever possible.

**30. OBSERVE HIS VARYING MOODS CAREFULLY, NOT THAT HIS MOODS** change from bad to good. They are always bad. And they go from bad to worse, to worsier, to worsiest as the weeks go by. But take heart, when his mood gets to the worsiest stage that means you are about ready for the private pilot's license.

**31. AND WHEN YOU BECOME AN EXPERIENCED PILOT WITH HUNDREDS OF** hours of flight time, you'll look back on him through the eyes of reality to see him as he really is. No longer will the fears and biases of the student mind see him as pictured above. Then you'll understand that he was one of the best pilots, greatest teachers, most sympathetic, biggest hearted, and kindest persons you have ever known. You'll think that he was the greatest thing that ever happened since Orville and Wilbur (until you came along).





## So Say The FAA

### UNIQUE AIRMEN CERTIFICATE NUMBERS

FAA changed its policy on airmen certificate numbers on June 1, 2002. After that date, new airmen certificates will be issued with a unique certificate number assigned by the Airmen Certification Branch instead of the person's Social Security Number (SSN). The policy change resulted from security and privacy concerns since airmen data is public information.

Applicants will still be asked to provide their SSN on their application forms, but the SSN will not be used on their issued certificates. FAA's Flight Standards Service has issued procedures to its offices and designated examiners on how to process certificates issued after June 1. The word PENDING shall be placed in the certificate block on the temporary certificate issued to an airman. If the applicant does not want to provide his or her SSN, then the words DO NOT USE shall be placed in the certificate block.

Certificates issued before June 1 with the applicant's SSN will continue to be used unless the airman requests a unique certificate number. If an airmen with a SSN certificate number requests a unique number than the certificate and/or rating will processed as outlined above.

For those who already hold an airman certificate that uses your SSN and would like FAA to change that to a unique number, you can access the request form at [www.faa.gov/certification/people.htm](http://www.faa.gov/certification/people.htm), then scroll down to "Services."



I am one cool DUDE!!!  
(Don't you agree?)

### Runway Crack Fill Project Still Needs Volunteers

This article should be of particular interest to those of you who regularly (or not so regularly) fly in and out of 3EX.

The cracks on the runway are certainly not getting any better all on their own! This is a project that the few volunteers who are willing to be there to show their support for the airport by helping out in whatever needs to be done have been working on since we finished up with the Fly-In and it still isn't completed. The ONE AND ONLY reason that project has not been finished up is because of the lack of individuals willing to come up and put in a couple of hours to help get the necessary work done.

As pilots and aircraft owners who are housing their aircraft at an airport with one of the lowest hangar rents around and the best fuel prices that are available anywhere around, one would think that those same individuals would be more than willing to be there for a couple of hours or more to make sure that the runway is in good condition to take off and land on!

This is not a huge project and would only take about half a day if there were enough people up there at one time willing to put in the effort it's going to take to walk the runway and get the job done.

Please take the time to give one of the officers a call or you can call the airport or Excel Computer (630-3444) and speak to Art Gentry about when the next scheduled work day is at the airport and let's get the runway back into shape. It's YOUR runway that you will be landing and taking off on. Think about it.

### Upcoming Events Being Planned!

The event year is just beginning! FOESA has decided to have regularly scheduled meetings that are at the same time on the same days each time so that it will be easier for members and non-members to be able to plan to be there.

FOESA will meet on the first Sunday of each even numbered month at 5:30 at the airport. Watch the newsletter or give one of the members a call to find out if it's going to be a pot-luck meeting so that you can bring something if you like. You can always find phone numbers in the Contact Information.

Hopefully, this will give more members and people with an interest more time to schedule that time to be there to keep up with what's going on now and what is in the works for the future!

We hope to see you there!