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Time to Start Planning for The Fly-In

Even as we are all beginning to ponder Holiday plans and preparations for winter, it's already time to start planning for Gatsby 2002. It doesn't seem possible! Didn't Gatsby 2001 just end? Of course, Excelsior Aviation and FOESA will again help sponsor the Fly-In that occurs on that same weekend. The Kiwanis will have their pancake breakfast and the time has come for rounding up volunteers to help with the event.

The first Gatsby planning meeting is scheduled for Monday November 5 at the Commerce Bank branch on Jesse James Road (the former Hardin Bank). There will be a potluck dinner at 6:30 and the planning meeting will follow at 7:00. It would be nice if we had some representation there. Please try to join us.

We hope to see you at the Gatsby meeting or at the next FOESA meeting willing and eager to sign up for the various volunteer positions that will be available. A list of these positions will be available at the November FOESA meeting.

Fund Raising Ideas Needed Now More Than Ever!

The tragic events that occurred on September 11 have had a huge effect on the entire country. Not only has the general population been affected but also the world of General Aviation has been particularly hard hit.

The new airspace classifications and the ever-changing rules have caused a lot of pilots and aircraft to be grounded for indefinite periods of time. This means no charters, no plane rentals, no fuel sales, etc. In turn, that means no income for airports and aviation businesses all across the country.

Unfortunately, it means that our airport has been adversely affected too. With the drop in flying, there have been few fuel sales, a major source of income for small airports. There has also been a dramatic drop in the number of pilots renting small aircraft. This has put the FBO in a rather tight spot. The bills are due again and the money is tight. Tight economic conditions means that the FBO will not be able to subsidize activities like the fly-in at previous levels.

Now, more than ever, we need fund-raising ideas. We need to do something to help bring some money into our organization. Of course, donations are always welcome, but that doesn't mean a steady flow of income. What we need are regularly planned fund-raising activities that will bring attention to the airport and raise money for activities.

We are asking all of you to think really hard and help us come up with some ways to achieve this. Please use the contact information on page 3 and let us know what you think.

"The engine is the heart of an aeroplane but the pilot is the soul. Sir Walter Raleigh

Fly-In Committee Now Being Formed

October's FOESA meeting was a blast! Those of you who weren't there missed one great party!! The food was great and the costumes were fantastic! The meeting was very productive. There were a lot of topics discussed and a lot of business taken care of. It was nice to see a good turnout of Friends! Thanks!

One order of business that was discussed was forming a committee to help round up volunteers for the fly-in and to help insure that the event runs as smoothly as possible. There are already four Friends signed up for the committee. We could use some additional help and suggestions.

Art's famous Fly-In To-Do List is due out any day now and we need to get started on making sure that the items on that list are covered. NOW is the time to start gathering the necessary volunteers for parking, rides, crowd control, safety seminar help and all the other small happenings that go on during this event. Last year was more organized than ever before but there will always be room for improvement.

We expect this year to be even bigger and better than before with more planes and pilots and passengers as guests. This is the time to show off all of the hard work that we have put into making our airport a great place!

Please make an extra effort to attend the next meeting with suggestions and an eagerness to help out. The more of us who are willing to help out and can volunteer even a little time will not only make the event run more smoothly but will also make it less work on just a few individuals and therefore EVERYONE will have the opportunity to enjoy themselves.

Contact Information

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So Say The FAA

Winter

By: H. Dean Chamberlain

Regardless of your point of view, winter poses some special restrictions on flight operations if you don't operate in Hawaii, Puerto Rico, or one of the other warm areas in this world. Because everyone can't, or doesn't want to, live in such areas, now is the time of year for aircraft owners and operators to start thinking about what must be done to get their aircraft and themselves ready for winter ops.

The first step is to review the aircraft's pilot operating handbook (POH) or flight manual. Each aircraft's operating manual lists those things that owners need to be aware of. For example, the type of oil viscosity and grease is specified for different operating conditions. The need for a winterization kit may be listed for certain temperatures. The kit may include the requirement for a baffle to be installed on the aircraft to keep the oil within a desired temperature.

The flip side of a winterization kit is if you take your winterized aircraft on a mid-winter Caribbean vacation, you will have to remove the kit because of the warmer outside air temperatures. You may have to remove and reinstall the kit to match your operating environment or risk turning your exhaust valves into crispy critters.

Along with the dangers of flying with frost and snow on the aircraft, the manual may talk about the care and feeding of the aircraft's battery and electrical system. Recommended cold weather starting techniques need to be reviewed and practiced. As more than one pilot has learned on a cold winter morning, weak batteries don't work well in the cold. A discharged battery or one with a minimal charge may freeze and self-destruct. If you have a discharged battery, don't use an automotive battery charger. The higher charge rate of 15 to 20 amps will warp the battery plates. A rate of three to 4 amps is better.

The manual will also list the proper operation and dangers of the aircraft's airborne heater. The manual will also explain the need for maintaining the proper tire pressure for those aircraft operated on wheels. If your aircraft has control cables, you may want to review your manual or talk to your mechanic about if the cables need to be adjusted for the colder temperatures they will be exposed to during the winter. The reason is the cables expand or contract with changing temperatures. This, then, changes the tension on the cables and how they feel moving the attached control surfaces. The proper use of skis will be explained for aircraft equipped with them in a supplement to the flight manual.

You may want to have the aircraft washed and waxed before the first snow. Wax helps protect the aircraft's surface from any damage that snow and ice may cause.

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An important item for all aircraft is whether or not the aircraft is approved for operation in icing conditions. This information includes the correct or recommended use of any installed equipment needed and approved for flight into known icing conditions. Even the use of the lowly pitot heat system will be explained. If the aircraft has deicing boots or heated props, review how to operate them and how to check them for proper operation during the preflight.

Another valuable winter resource is the person who maintains your aircraft. Your FAA certified mechanic is an excellent source of winter data. Now, it does pay to ask if he or she has ever lived or worked in cold country. Someone who has spent his or her whole career in Miami may not be the most knowledgeable about flight operations in somewhere like Maine.

The various aircraft manufacturers are also good winter resources. Manufacturers are very knowledgeable about how their products operate in all kinds of conditions. If they were not, they would not be in business very long. Aircraft service bulletins and other documents detailing winter operations provide a lot of data on the safe use of aircraft and its many subsystems.

One of the most critical winter review topics is the safe operation and safety check of the aircraft's heating system. It is important that the heating system be inspected for proper operation before it is used. Unless you are flying a turbojet aircraft that uses bleed air from the engine for heating, you probably have either the old exhaust heater shroud on the muffler system or one of the fuel-burning, self-contained heaters. Each has unique risks. If your heater is the shroud type system and if the exhaust pipe the shroud goes around has any holes in it, deadly carbon monoxide and other exhaust gases may enter your cabin area. More than one pilot has died from carbon monoxide related incapacitation. Many more have been able to recognize their own deterioration and shut off the cabin heater, open a window, and land safely.

Although a muffler shroud heating system poses special risks, self-contained, fuel-fired heaters have risks just as deadly as CO poisoning. If the unit is not properly maintained, there is the risk of an onboard fire since the unit functions like a mini furnace. In addition to the possibility of a fire, there is the fact that the units burn aircraft fuel. Pilots need to consider the fuel consumption of the units when operating at max range. Although the fuel consumption may be miniscule, it should be considered as part of your normal flight planning.

Regardless of the type of heating system aboard your aircraft, the key to its safe operation is your knowledge of how it functions and ensuring it is safe to operate.

An interesting preflight item that can be very difficult to check is water in the fuel system. Although water in a fuel line can freeze at altitude and block fuel flow, a more insidious problem is water freezing in a fuel tank. Think of

the amount of water possible in your tank. In the winter, you now have a large ice cube in your tank. Since it is frozen solid, any fuel in the tank will check clear of water. Then you fly into an area above freezing, your flying ice cube melts, and you have water in your fuel. Engines don't like water. So, if your aircraft has been out in the weather, check it carefully, and let's keep any airborne ice cubes confined to your drink at 31,000 feet in the back of airline XYZ.

Ice can also lock or jam your flight controls. If the aircraft has been exposed to ice or snow, make sure the flight controls have not frozen or been jammed. The same applies if you de-ice your aircraft or move the aircraft in or out of a warm hangar if the aircraft has been covered with snow, ice, or frost. Be aware of the danger any time you have a chance of liquid water and a below freezing aircraft coming into contact with each other.

The proper care and feeding of your aircraft is important. Not one argues with the role the aircraft plays in flight. However, the aircraft being a machine, it's fairly predictable. Put the right stuff in it, make the proper adjustments, and it will fly. The same is not true of the pilot. The problem is the pilot. Bad decision-making and failure to properly control the aircraft are important risk factors for aircraft. Pilots who have run their aircraft off a snow-covered runway or hit a snow bank or flew into a snowy whiteout and lost control have caused more than one accident. The need for good weather briefs during the winter season is very important to help pilots avoid making bad weather decisions.

One of the facts of winter life is the lack of daylight. Cold, long, dark nights, and the possibility of blowing snow or the dreaded whiteouts are all good reasons to be qualified and current for the intended flight. Add in the risk of cold and hypothermia to anyone forced down in the snow and you can begin to see the many dangers winter poses for the unprepared. That includes landing safely at a remote airfield and finding the FBO closed and the fuel pumps locked and no one within miles to help you. So you don't have to have an accident to be cold and miserable, you can find yourself in that situation after a safe flight – if you have not done your homework and a little prior planning.

The key to having a safe and enjoyable winter is to fly within the operating limits of your aircraft and your own ability and ratings. Then you need to watch out for winter weather. Winter can provide some of the best flying available, but it can also be very unforgiving to anyone who takes it for granted.

To add to your winter safety, you need to remember to always file a flight plan. If it is a VFR flight plan, please remember to close it when you are safely on the ground. You don't want to close it before you land only to have an accident within sight of the runway and no one knows you have crashed. It has happened. In a recent case, the pilot was not missed until the next day although he crashed near the runway.

Be safe and have a great winter of flying!

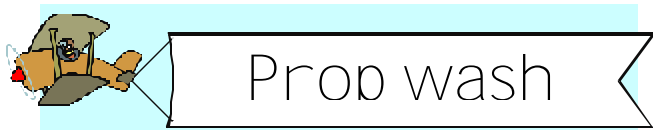
Membership Dues to Go Into Effect

The last FOESA meeting was very productive. Among the topics discussed was the lack of income for our group. The decision was made to begin charging membership dues for the members of the Friends of Excelsior Springs Airport.

In order to make it easy for anyone to be a member of FOESA, the dues will only be \$10 per year. For that ten dollars, members will continue to receive the monthly newsletter, have the inside scoop on upcoming events and happenings at the airport, and receive a member directory. With a member directory, we can become even more connected to each other and be able to share ideas and suggestions easier. Your dues will help us finance events, pay for postage and supplies for events and other goings-on at the airport.

The new membership dues will go into effect on January 1, 2002. After January 15, the newsletter and other announcements will only go out to those members who have paid their dues. This is a step that we, as a group, have avoided taking for as long as we possibly can. It's now time to see who are real supporters and who just likes reading the newsletters!!

As always, your comments are welcome.



How many times have we just sat around the airport and watched people take off and land. How many of us critique those landings? Oh, come on!! You know you do it! Even if you keep your comments to yourself, we all have our opinions about how good this landing was or how rough that landing was. Well, here's a scale that you can rate those landings by!! Have fun!!

Landing Rating Scale

5. Marvelous!! I couldn't have done it better myself!!
4. I've seen better; just can't remember when.
3. Average. I could do better with my eyes closed.
2. You going to log all of those?
1. That wasn't a landing. That was an arrival!
0. Go get the trailer boys.



Combined Thanksgiving and Christmas FOESA Party Planned

With the holiday season quickly approaching, the group decided that we needed to have some sort of get-together to celebrate the holidays. It was decided that we would have a combined Thanksgiving and Christmas potluck party on December 15. The party will start at 6:00 and last till we get tired of being there. Better take a nap before you come! There will be so much going on that we won't want to leave!

We also wanted to give something back to the community that has been so helpful in our efforts to keep our airport operating. As part of our celebration, we will be collecting monies and non-perishable items to donate to Good Samaritan Food Pantry for them to distribute to local families that otherwise would not be able to afford a holiday dinner.

Shortly, you will see a container at the airport for collecting non-perishable food items such as pasta, canned fruits and vegetables, boxed dinners such as mac and cheese, and canned meats like tuna and salmon. There is also a great need for non-food items such as toilet paper, feminine products and diapers. After our celebration, these goods will be transported to Good Sam and donated to them from Excelsior Aviation and FOESA. We hope to see those containers fill quickly and generously from the members of our group. We all know that we are a generous group of people so let's pull out the stops and make the largest donations that Good Sam has this year!!

Next Garage Sale Date Set

Our fund raising garage sale in September met with a lot of success. So much in fact that we are going to go for round two!

The next sale has been set for November 17 beginning at 8:00 a.m. We will again be serving a biscuit and gravy breakfast and having a lot of fun.

Originally, this next sale was planned for December 10. Unfortunately, there wasn't any response from Friends to our plea for help in organizing and setting up and helping out on Saturday. This is the reason that the date had to be moved back. A huge thank you goes out to those who helped out last time and we would like to see a lot more of our group willing to put in a little time either on Saturday or on the Friday evening before for the set-up. Please call either Cindy or Pam a call and let us know if you can spare a few hours of your time to help us raise the funds that we need to sponsor events like the fly-in.

We look forward to hearing from you!