



Special points of interest:

- Wednesday July 24—Monthly Meeting
- Tuesday August 6— Chapter Board Meeting

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July, 2013

President's Message

The Law of Unintended Consequences

You can pass legislation, over and over and over and in the end, did you accomplish your original goals or have you just created a lot of legislation. Last



week a bit of legislation (read FARs) was revealed that will change pilot training forever and not necessarily in any constructive way.

In reaction to an accident a few years ago which involved several separate causal factors, training requirements for air carrier pilots have been increased to include training in one of the highest level of flight simulators (Costing literally MILLIONS of dollars) and over 1500 flight hours prior to obtaining a ATP. This represents an addition of literally YEARS more of training and experience before well trained and qualified pilots can even apply to fly for the airlines. University trained aviators are graduating with not only a college diploma and a pocket full of flight certificates but an average debt level of nearly \$100,000. To their credit they have an excellent safety record, and in the past have had to endure years of low pay and grueling long hours away from home as they attempted to work their way into the left seat with hardly enough

pay to keep college loans and the cost of living under control.

Now! with the largest predicted pilot shortage of all time on the horizon, how does it make sense to triple the minimum flight time requirements, and require training in equipment previously only obtainable by the largest airlines? The cost of all this to be covered by those seeking to join this profession?



Anyone remember the development of the "Space Pen" ? In the 60's NASA found that ball point pens did-

n't work in space so lots of money and engineering developed a ball point pen which worked in zero gravity. Much ado was made about this triumph of engineering which would allow recording of the written word in space.

Our rivals in the USSR solved the problem by using a pencil.



HEY WASHINGTON, how long has it been since you used a pencil?

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“Flying with the Presidents and other V.I.P.’s” - Al St. Germain

Here are some the V.I.P.’s to be covered during Al’s presentation:



1) Lady Bird Johnson trips to the Ranch

2) General Westmoreland



3) Dr. Kissinger

4) President Truman to Florida



This Beech VC-6A entered in service in early 1966 and, during its early career, carried President Lyndon Johnson and members of his family between Bergstrom Air Force Base, Texas, and the Johnson family ranch. During that time, the aircraft became informally known as the “Lady Bird Special.”



This Lockheed VC-140B Jetstar carried Presidents Richard Nixon, Gerald Ford, Jimmy Carter and Ronald Reagan a number of times. It ended its 26 years of service when it was flown to the National Museum of the U.S. Air Force on July 16, 1987.

61-2488



Bio on Al St. Germain, presenter

Our speaker Wednesday night will be MPA member Al St. Germain. He is from Waltham, Massachusetts earning his BS in Landscape Architecture at UMass, Class of 1954. First class of T-34s and T-28s in March 1955 in Bainbridge, Georgia, Basic in B-25s in San Angelo, TX, Class of 56-J, graduating 12 March 1956. Six weeks of Advanced Multi-Engine B-29s in San Antonio. Four years flying C-124 Globemasters from Moses Lake, WA, and two more at Tacoma. Four years at Hickam AFB, Hawaii as a line pilot and simulator instructor, later Officer In charge. These ten years took him to Ice Islands at the North Pole, to Europe and South America, all 50 states, and to remote islands in the Pacific. Five years at Andrews AFB, from 1966 to 1971. Flew many dignitaries of Johnson and Nixon administrations in VC-140B Lockheed JetStar and Beechcraft VC-6A KingAir including President Truman (retired,) and substituted on Air Force One crew when Johnson was at the ranch. One year as Chief of Standardization in Flight Inspection Squadron in C-140 JetStar near Manila, spending 15 days per month checking navigational aids in Vietnam, Cambodia, Thailand, Philippines, and Burma. In 1972, as Chief Pilot and OPS Officer at Richards-Gebaur, brought first C-140 back, trained all Richards-Gebaur pilots in the aircraft and mission. Retired January 1975 in grade of Lt. Col. Eight years for Eugene Brown Realtors in real estate sales and managed three offices. Hired by Lockheed October 1982 to fly Royal Family in Saudi Arabia for 30 months in the JetStar. Joined FAA in Oklahoma City in 1986 as a Flight Instrument Procedures Specialist designing instrument procedures. Flew light twins to check airport jobs and the Convair 580 in high altitude airways flight inspection. Transferred home to Kansas City Flight Procedures Office in 1990, determining airports’ justification for equipment, instrument procedures, checking towers for airspace interference and 30 other tasks. Retired December 1997 as GS-14-7 Program Manager. Married to Rosemarie since May 1956, father of Chris, and four daughters, eight grandchildren, and one great grandchild. Active in church and volunteer activities.

MEETING MENU:

- Fried Chicken
- Cold Slaw
- Potato Salad
- Apple Pie
- Coffee & Tea

Reservations:

Email Terrie Jo,
Terrie@Foxware.com
 or Call
 816-525-3592
 (home) or
 816-985-5406
 (Gary's Cell) by
 Monday **July 22,
 2013**

Future Meeting Dates



July 24— Special Presentation by the Fellow who knows!
 We are looking for suggestions of speakers for upcoming meetings. You suggest, we invite and all will enjoy

Calendar of Events (## indicates KC Local, ** indicates Important Date)

##July 24 (4th Wednesday) Membership Dinner Meeting, 6 PM, HY-VEE at Noland Rd & 40 HWY

July 29—Aug 4 EAA AirVenture Oshkosh 2013

##Aug 6 (1st Tuesday) Board Meeting, 7 PM, Downtown Airport

##Aug 28 (4th Wednesday) Membership Dinner Meeting, 6 PM, HY-VEE at Noland Rd & 40 HWY

##Sept 7 UCM Fly In and Airshow Skyhaven Airport

CHECK CALENDAR AT www.MOpilotsKC.org/calendar FOR LATEST EVENTS AND UPDATES.

OUR OWN WEBSITE! The Kansas City Chapter of the Missouri Pilots Association (MPA) has its own website. Please visit early and visit often at www.MOpilotsKC.org (capital letters not required). Updating coming soon. **Tom Eagle**

" Meeting NEXT
 Week - July 24
 August Meeting -
 August 28"

Reserve Dec. 18, 2013 - Red Lobster



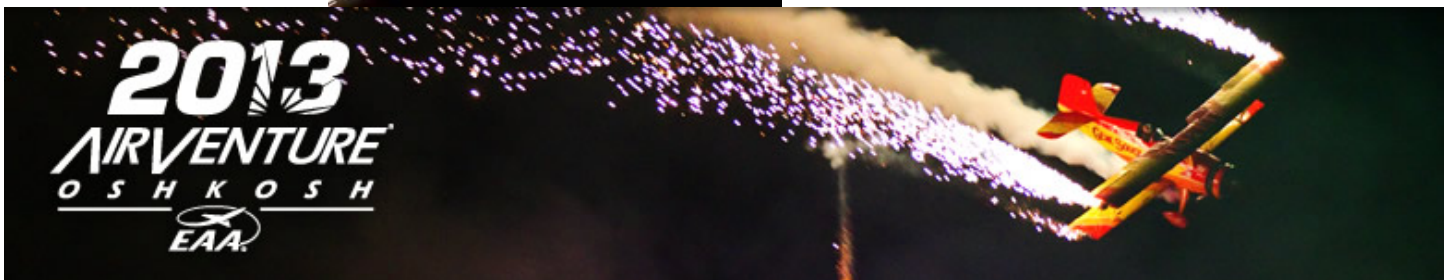
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Blue Skies

Advertisements



July 29—August 4, 2013