



Kansas City Chapter
Missouri Pilots Association

The flyer

John Whitford, Editor jwhitford@prodigy.net December 1999

President: Herb Roberts Vice-president: Steve Crisp Secretary: June Williams Treasurer: Tim McDermott
Directors: Paul Broome, Dee Giedinghagen, Pam Ratliff, Al St. Germain, Penrod Turk, Danny Whiteaker, and Past Presidents

President's Corner

Recently, I was browsing through a flying magazine and read an article authored by a well known GA pilot. In this article, the author told of an incident in which he got into his airplane to fly and couldn't get his nav aids cranked up. He fretted and stewed about the problem until he determined that he had a real problem that needed attention by a maintenance type. Upon arrival, the maintenance man looked at the problem, turned on the power switch to the affected unit and, red faced, the pilot went flying. Doe's this sound familiar to any of us. It did happen to me one nice day. I was going to take my wife, sister and nephew for the well know \$100 hamburger. I preflighted the airplane, everyone strapped in and started the engine. However when I tried to talk to ground control, no answer. After numerous attempts to talk to anyone on the radio which I knew was on, I shut down and called the maintenance man. He came to the aircraft, looked at my radio set, pushed a button, called the tower and got an answer. Red faced, I again started the engine, got clearance and went flying. There is a reason for these mistakes that happen to us. In the airplanes most of us fly today, most panels are situated differently. In my flying club are six airplanes. I would venture to say that no two panels are the same. Also most radios and nav aids are of different make and model. That makes it difficult to properly know the operation of each individual unit if we don't get to fly each plane regularly and use the different systems. Probably the best way to rectify the problem short of standardizing all airplanes, is to take extra time at preflight to study and use each system. For night flight, knowing where each switch is and how it works is a must. Another time to check more carefully during preflight. It's not fun to be embarrassed by such things when we fly. I want to take this opportunity to wish every one a "Happy Holidays Season". *The Pres. Herb*

December 15 ,1999 - at Stevenson's Old Apple Farm. PREPAID Reservations MUST BE MADE Friday December 10 ,1999, if not on the permanent reservation list. Our menu will be Missouri Cheese Soup, Green Salad, Hickory Smoked Brisket of Beef, Potato, Vegetable, Chefs Garnish, Hot Breads, Relishes, Apple Butter and Beverage. Pecan Nut Cheese Cake. Social at 6pm- Dinner at 7pm

BRING : Yourself, Friends, Family, Neighbors and potential members , and a \$10 gift exchange if you wish to participate

History Our dinner program for February, 2000, will be a recognition of all past presidents of our

Kansas City Chapter. Our records are not as complete as we would like, and we are not sure about presidents who served prior to 1984. If you can help us to assemble a complete list of past presidents, please contact board member Gary Fox @ 525-3592 (gary@foxware.com)

We are also trying to assemble a complete history of club newsletters and other historic documents. If you have old club papers and would be willing to part with them permanently (or just long enough to let us copy them) please contact chapter secretary June Williams @ 224-3241 (row2@qni.com)

Put This On Your Calendar!

Programs: Program committee chair: Dee Giedinghagen

November 17 - Our program for November was a video on the Wright Brothers called "How Strong is the Wind"

December 15 - MPA CHRISTMAS PARTY - Stephenson's Old Apple Farm. PREPAID RESERVATIONS MUST BE MADE BY FRIDAY, DECEMBER 10, 1999. Send Check made payable to MPA for _____ people at \$22.00 per person to: Mr Tim McDermott 8104 E. 91st Terrace, Kansas City, Mo. 64138. Menu: Missouri Cheese Soup, Green Salad, Hickory Smoked Brisket of Beef, Potato, Vegetable, Chefs Garnish, Hot Breads, Relishes, Apple Butter and Beverage. Pecan Nut Cheese Cake.

NAMES:

January 26, 2000 - Paula Derks, President of Aircraft Electronics.

February 23, 2000 - Past Presidents and Club Birthday Party

Flyouts: Flyout committee chair: Bob Williams

If the weather looks marginal, or if anyone needs a ride (Don't forget to share expenses) or has an extra seat, please call Bob at 224-3241. A Go/No Go decision will be made and information on "Ride Central" will be available. Unless otherwise indicated, all flyouts will be at noon. Remember that our minimums are 3000 and 5.

DON'T BE SHY! Seats were available for past flyouts.

If weather cancels a flyout, our alternate will be International House of Pancakes, 8932 Hillcrest Rd, (Benjamin Plaza) at 10:00 a.m.

Saturday November 20 - Our flyout to Billard Topeka, Kansas (TOP) for lunch was a huge success. We had about 7 aircraft and 3 cars make the trip. Our 23 participants included those from the St. Joseph Chapter and Springfield Chapter.

Sunday January 2 - Bolivar, Missouri (M17) for lunch

We are also invited to attend KPA Flyouts. January 15 - Breakfast flyout to Topeka Billard. February 12 - Breakfast flyout to St. Joseph MO (Rosencrans).

Why Instruction Never Goes South In 1996 there were 1,907 General Aviation (GA) accidents. Of all these accidents, only 2 involved pilots who had participated in the WINGS program during the previous 12 months! Each accident had an average cost of \$30,000 dollars. Just looking at this information, isn't it worth the 3 flying hours and a safety meeting to avoid a costly accident? Participate in the WINGS program. It's better than a BFR

MPA Board Meetings - This is a reminder that any member can attend our chapter board meetings. They are held on the first Tuesday of the month, excluding holidays, at Executive Beechcraft, Downtown Airport, at 7:00 P.M. We always welcome your advice and assistance, and the hospitality is great.

MPA State Board Meetings - Anyone can attend the State board meeting. Check the *M.P.A. News* for meeting date and location. Make this your additional flyout.

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