



Special points of interest:

- **Wednesday June 28—Dinner Meeting**
- **Tuesday July 42—NO Chapter Board Meeting**

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Kansas City Chapter of Missouri Pilots Association

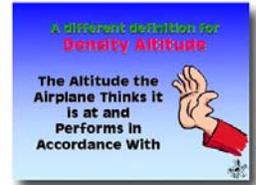
www.MOPilotsKC.org

THE FLYER



President's Message "Summertime Temptations"

The news is abuzz about flight cancellations in Phoenix this week. Non Aviators are questioning why planes can't fly in the heat. We know that the problem is really not that they can't fly, but that safe takeoff distances exceed available runway length. As aviators we understand about density altitude, most of the time.



Usually, density altitude is considered at takeoff, but what about in flight. The number one causal factor in aircraft accidents remains loss of control in flight. Add a little summertime bravado and a formula for disaster is generated. I have always been rather conservative when it comes to abrupt flight maneuvers, aerobatics and test flights. I participated in a few stunts during airshows on Armed Forces Day, but we always kept to strict parameters and safe operating procedures. Even under such supervision things can go awry!



Anyone recall the airshow at Fairchild AFB where the B-52 Buzzed the field and executed a high G pull up at a high bank angle, stalled and crashed in front of thousands. (look it up on U-Tube it is spectacularly foolish) I have a theory that many accidents have occurred during exhibition flying (Buzz Jobs) because aircraft are slower to react to control inputs in high temperatures. More than a few Buzz Jobs have resulted in fatalities during summer months where the pilot was familiar with the terrain (wires, towers, bldgs, bluffs, etc) yet flew into a ground based object. I believe that density altitude is a prime factor in many of these accidents. A pilot may be diligent in calculating his summertime takeoff roll, (I still have a paper DENALT Computer) yet Ignore the fact that the aircraft may be a bit more sluggish in maneuverability.

I personally know pilots who flew into wires or obstacles that they knew existed. WHY? Think long and hard when tempted, and remember that density altitude affects all phases of flight.
fjs



Dedicated to:

John Savute- Wire strike- Buzzing girls in a convertible
Lee Mace- Hit Boat Dock- sunbathing girls uninjured
James Coutts-inadvertant ground contact, buzzing
Friends house.

April Program "Air Traffic Control" Speaker: Jeffrey Volski and Andrew Cullen



Central Region Archie League Medal of Safety Award Winner

On Dec. 16, 2016, a Cirrus SR22 departed from Hannibal Regional Airport (HAE) with plans to land at Jefferson City Memorial Airport (JEF).

When the pilot checked in with Kansas City Center (ZKC), he immediately made a request to return to HAE due to severe icing he encountered after takeoff. As ZKC controller Andrew Cullen provided assistance on



the D-side position, fellow ZKC controller Jeffrey R. Volski established the aircraft on the RNAV Runway 17 approach and issued the pilot instructions for an approach. The pilot lost visual contact with the field after attempting to execute a circle approach to Runway 35.

Volski: *7HR roger. You just take all your concentration to land and just give me a call through flight service when you get clear.*

7HR: *Okay. I'm gonna need your help a little bit more here, sir.*

Volski: *All right. You're radar contact lost 7HR. Last I picked you up, you were a half mile north of the airport.*

After the first missed approach, Volski identified the aircraft on radar and provided navigational assistance and headings for the RNAV Runway 35 approach. Volski gave as much information as possible to the pilot to assist with handling the aircraft that was still experiencing icing. Volski was also responsible for working other aircraft in an especially busy sector during this incident. The pilot had difficulty holding altitude during the approach, but was able to land the aircraft safely.

Volski: *Track looks good now. You look like you're just about lined up for the runway now.*

Volski: *7HR radar contact lost. You're just about two more miles from the airport and you look to be lined up perfectly with the runway.*

7HR: *Roger 7HR.*

Volski and Cullen did an outstanding job providing assistance and reassurance to the pilot through two approach attempts. Volski calmly issued navigational assistance and instruction throughout, ensuring a positive outcome to a challenging flight situation.

Central Region Vice President Kevin Peterson: "Jeffrey and Andrew both did an outstanding job working N7HR. Andrew was key in assisting Jeffrey, and Jeffrey's quick action and calm voice helped this potentially dangerous situation have a positive outcome. They both displayed professionalism and great decision-making skills when helping the pilot. I am extremely proud to call them my brothers."

The above article is from National Air Traffic Controllers Association Newsletter

Menu:

Pulled pork

Potato salad

cole slaw

Fruit

Rolls

Coffee (I'll bring
tea)**Reservations:**

Email Terrie Jo,
Terrie@Foxware.com
 or Call 816-525-3592
 (home)
 or 816-985-5406
 (Gary's Cell)
 by Monday June 26,

Future Meeting Dates

June 28 —*Membership Dinner Meeting— FAA—ATC*

July 4— **NO** Board Meeting at Downtown Airport

We are looking for suggestions of speakers for upcoming meetings. You suggest, we invite and all will enjoy

Calendar of Events (## indicates KC local)

Jun 24(4th Sat) Lee's Summit Airport Open House **LXT from 9am to 2pm**

Jun 28(4th Wed) Membership Dinner Meeting **HyVee—Noland Road**

Jul 4 (1st Tue) Board Meeting **NO BOARD MEETING**

Jul 26(Every Year) Oshkosh July 24—30

Aug 23(4th Wed) Membership Dinner Meeting **HyVee—Noland Road**

Sep 27(4th Wed) Membership Dinner Meeting **HyVee—Noland Road**

Oct 25(4th Wed) Membership Dinner Meeting **HyVee—Noland Road**

Nov 15(3rd Wed) Membership Dinner Meeting **HyVee—Noland Road**

DEC 6 or 13 (1st or 2nd Wed) Holiday Party

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**

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Blue Skies

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