

The Fly – By

For November - 2005

Things to remember:

- Club meeting will be held November 3rd at Parks Downtown Airport Hanger # 8 (classrooms)
- Club Officer nominations for 2006 season
- Visit our website at <http://gaua.homestead.com/>



President's Message

This month's meeting will be on Thursday, November 3rd, at Parks College hanger, Parks Airport. The program will be discuss the stupid thing we've done while flying, so someone else doesn't have to try it to find out how stupid it was. We have Fred Harms, FAA, lined up for our December 1st meeting. He always has a great presentation, so plan ahead to attend.

Interested in being an officer? See one of the current officers and let them know. Our club is us and it takes each of us pitching in to keep it going.

See you at the meeting Thursday.

EARL

Sec Report

Earl tapped the table and brought the meeting together about 7:45pm with a welcome to everyone. We had two guest in attendance, Dwight Hayden and Bob Fisch. Tim was absent from the meeting, and was out looking for houses out in west county.. (happy hunting Tim..!!).. The sect. notes were posted in the last NL and were excepted

Under Old Business, Some work is being done to get the club machine ready to go. I got

some time in on the club roster. Hopefully, I can get it going before the change of officers takes place.

Under New Business, Richard informed us about the accident that took place at Jerseyville Airport last month. He said it was one of the new guys flying a two place solo that day. Rich said that Steve was flying his airplane with him at the time when Rich headed into town. They herd the emergency vehicles go by, and didn't take long to find out where they were headed. Steve said he got look at him coming in low over the corn field about 30 feet or so. The only thing they could think of was that he must have stalled it cause he went straight down and hit the ground. Earl asked how much experience he had but Steve said that he was a former GA pilot so he did some flying in the past. (1970's ?).. Steve thought that maybe he needed more training or could have got easily distracted and let the airspeed get to low. The two seat Challenger burned after hitting the ground.

Steve said that he had taken off ahead of him and was at 900 feet doing the regular pattern turns out to the highway. He seen him head out around the corn fields and thought that was kind of strange to take a slow ride like that over corn in this kind of plane. He got to about 150 yards from the end of the runway before crashing the airplane. Steve said that he would have probably have lived if the plane didn't explode and cause the fire. Rich said that he talked to the officer in the hospital who said that the pilot had said he had lost power.

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Weather didn't seem to be issue with winds about two or so. The accident occurred about 6:40.

Earl brought up the fact that loosing power is for sure a bad thing, but the pilot needs to keep flying the plane, all the way to the ground if necessary. Stall the plane 4 feet above the ground. Not 30... Steve knew the amount of time spent on the plane in the last two years getting it ready. Maybe he was "stretching" it so he could try for the runway and not dump it in the corn and tare up the airplane. But, you should make the choice to put it in the field under control if you have to... The plane had been flown before, Rich had been up for a ride. Rich also herd from a guy in the hanger, that he had done some carb adjustments earlier that day. So, something had changed before the next flight. Maybe that had something to do with it. (go lean, get hot, loose power)... Maybe not, it seemed to be flying ok for some time. He was flying low over the highway on the way back to the field. It seemed he was just playing with it a bit... Not something you should be doing with a "go somewhere" type plane like a Challenger. Maybe a Quicksilver... You wouldn't think a "GA" pilot would let this happen either... (low and slow)... Maybe he was trying to land at the very start of the runway... not sure...

Bill asked the group if anyone had seen or know anything about an airplane called a "Furgie" (probably my bad spelling Bill)... Not many people had herd of it. Bill said that if everything goes well, he might be getting delivery of one in about two weeks or so. He had seen it a few weeks back and many people had been very imprested with it. It's got a three cylinder motor, with a stall speed about 40, two seats side by side, lot's of extra goodies...

Furgie had been an engineer for Homer Kolb for some time and had broken away to create his own type of machine. He added several mods to the original design and came up with a really good airplane. Bill is getting his copy from a guy near Kansas on the near border. Keith and Bill are going to take a drive down to check out the machine. The guy is asking about \$15k for it. With the 12gal gas tank , the range gets to about 300 miles. Defiantly, not an ultralight airplane..!!...

Someone had ask how you would you be flying this as an ultralight? Earl said that the only way to be flying that machine under UL rules, is to

be rated as a UL instructor (BFI-AFI) but, this is only good for a few more years anyway, so might not be worth it. Earl is an AFI and flies out of Smart Field in St. Chuck land. Keith flies out of Gateway Airpark in Perrion ILL. One of the folks was going to get together with Earl for a first flight later on.

Also under new business Earl started talkig about the upcoming Christmas party for the club. In the past, we have held it on the 2nd Saturday of December at the Sports Page. We need to decide if we want to go back there or try somewhere else before next month so we can make reservations ect.. A show of hands proved that everyone was still interested in having one, but maybe not at the same place. Discussion started about where a good more centrally located place place that would have the room. Maybe located near north at 270 near Alton would be good. Bill talked about a Lodge in Pontoon Beach that might work out well. He said he would check into it and get back with Earl. The size seem to be about 15 to 20 people who show up so it doesn't need to be a large banquette hall or anything like that. Also you could bring a side disk to this type of place for a pot luck type of meal verses having to buy the food from the place as part of the deal. Earl asked if that there any other sites to consider to let him know soon.

A member asked about posting pictures of airports at the site and we said it would be great to expand what we have but need to get enough info together to make a whole page with location info and other stuff. He also asked about the membership area password to gain entry. Earl also reported that Fred Harms would be at the meeting in November but that has been moved to the December meeting instead.

Rich also brought up the fact that new officer nominations will be coming up for the November meeting with voting at the December meeting near the time of the Christmas party. Earl talked about USUA club dues for the next year being due again, so he will instruct Tim to pay our clubs dues in USUA for the next year coming up. The cost is \$70 bucks a year. The meeting went on break and returned for the second part of the Video presentation from Phil Lockwood.

... Nuff for now...

See ya at the meeting...

