The Fly - By

Date April, 2009

Gateway Area Ultralight Association
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ASC CLUB 008

The President's Corner

GREETINGS ONE AND ALL

I hope all of you have been enjoying the great flying weather we have been treated to this past month. Aanstad and Rohland have not missed a week when they were not either flying or working on their Quicksilver at Greenville Mostly flying. They even managed to practice Touch and Goes at Peek International including a complete dead stick landing.
Actually, this was not an intended dead stick. Rather, the 582, with a little sludge in its air bleed setting to the carb, caused the engine, at idle, to request an immediate landing without the option of a go-around.
After calling in the heavy artillery, Hayden, Loyet, Peek and Mark Smith the Quick opted in favor of remaining at PIA until the following day. After much head scratchin, exhaust manifold removal, cylinder/piston inspection, carb adjustments and overall engine examination, a return to active duty was elected. Test Pilot Aanstad taxied repeatedly until feeling no other option remained but a return to the air. After many trips around the field and secure in the knowledge that Rohland's daughter had been safely retrieved from a local swimming hole and would accompany her father, he headed for Greenville Airport with the two Rohland's chasing as ground support, safety/Search & Rescue crew.
No further infractions were experienced, and, with new and larger wheels installed on Quickee, it is expected that summer activities should not be further impaired. Trips to Jerseyville Fly-In in May is anticipated, June Fly-In to Gateway on Father's Day and Posey Patch in Mount Vernon, Indiana the last weekend in June, add to the summers schedule, with the Sparta and Greenville Fly-In also on the schedule.

A few points that I would like to mention:
Who can offer advice/knowledge on Weber carbs?
We have a member with a VW, V-Max, that has a Weber carb, that the company says they do not supply parts for. Appears they are in the business of selling new ones, not maintaining. Anyone that can offer some input please be available at the April 2nd meeting. If you cannot be at this meeting, please send your advice to Steve at: sc064777@sbcglobal.net

I have some GOOD NEWS to announce. It appears that the LASP (Large Aircraft Security Program) that the FAA was working hard to pass is now a thing of the past. AOPA sent an alert to all pilots urging them to comment on the TSA plan. Over 165,000 letters were sent the first day after the alert, from people like myself, which helped to convince congress that there is a better way. This legislation would have created a real problem for many in the aviation business. AOPA and Jerry Costello (D-Illinois) who is the Aviation Subcommittee Chairman, indicate that the overwhelming response from pilots contributed significantly to the rewriting of this legislation.

Additional GOOD NEWS is the removal of any consideration for airport landing fees as recommended by the FAA. Instead congress has all but authorized continued funding for the next four years without creating new aviation user fees. This legislation has been agreed upon, in principle, by The House, with full support of the entire flying industry.
The Senate has yet to ratify this bill, so it would help if each of us would send letters of support to our senators encouraging their support of the FAA reauthorization bill.

Here is the latest on **ELT**s.
Satellite monitoring of 121.5 MHz ended February 1st. However, continued use of the 121.5 MHz ELTs does continue to meet the FAA's regulatory requirements.
It is recommended that upgrading to the 406 MHz ELT equipment would be a good idea and a safer approach to flying. BUT, no transition is required.

By popular demand, Keith Smith has agreed to conduct a repeat of his carburetor class at the April GAUA meeting.
Bring your questions, problems, carburetor to the April meeting at the EAA Chapter 64 Hangar, Downtown St Louis Airport .
Anyone having a Weber Carb that they can bring for inspection, disection, repair, please do so. Same with a Zenith carb.
There must be members that have had first hand knowledge that will share that know how with the rest of us.

Bill Buchholz should be able to provide an up-date on what is happening with the CGS Hawk Company and where it may be relocating.

Mountain Flying Adventure
A backcountry experience like no other

"Caution! Terrain ahead! Pull up! Pull up!"

The stark aural warning from the Garmin GNS 430 would normally bring instant action—but not this time. Stu Horn, had heard the GPS's automated voice so many times flying a Husky A1-C through the towering canyons of central Idaho that the alarms became the accompanying soundtrack to the epic scenery passing by outside.

"I haven't figured out a way to disable those warnings," Horn said. "After a while, you learn to ignore them."

Horn, along with about 45 people in 25 general aviation aircraft, was taking part in an annual autumn pilgrimage to the Idaho backcountry for a week of camping, camaraderie, and spectacular flying in Idaho's Frank Church Wilderness Area—a remote, ruggedly beautiful, and geographically diverse 3.3-million-acre expanse that includes deserts, forests, canyons, rivers, and jagged, snow-capped mountain peaks.

The Idaho Aeronautics Board doesn't keep exact figures, but Mike Pape, the state's flight operations director, said aerial activity at Idaho 's roughly 60 backcountry strips increased in 2008 despite the national downturn in GA flying. He credits the rise to the increased popularity of mountain flying; continued production of capable aircraft such as Aviat's Husky, American Champion's Scout, and refurbished Super Cubs; and a benign fire season.

Preserve your options

Johnson Creek (3U2), a wide grass strip with hot showers and campgrounds, served as our base camp during four days of flying routes that stretched from the Snake River on the Oregon border to western Montana .

About half of the airplanes were purpose-built for backcountry flying, and they included Aviat Huskies, Cessna 185s, and de Havilland Beavers. Others such as Cessna 206s and 182s had been modified for short takeoffs

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and landings with oversized tires, engine and prop upgrades, and even a few canards. But the group also included stock Cessna 172s and 182s and a Piper Cherokee Six that landed at all but a few of the shortest, rockiest, and most remote landing areas.

All pilots were asked to monitor the emergency radio frequency 121.5 MHz, and some carried extra provisions and first-aid kits that could be parachute dropped to people in distress on the ground. Idaho officials say mountain flying mishaps have accounted for about 20 percent of the state's total aviation accidents during the last 10 years.

"There's a serious lack of understanding among some pilots about the effects of density altitude on aircraft performance," said Frank Lester, safety and education coordinator for the Idaho Aeronautics Division. "Training, preflight planning, and precise altitude and airspeed control are critical in the backcountry."

A density altitude of 7,000 feet, for example, doubles an aircraft's sea-level takeoff distance. And a rule of thumb for mountain pilots is that they must abort takeoffs unless they have at least 70 percent of their takeoff speed by the halfway point in their takeoff runs.

All pilots are asked to observe the rules of the road for backcountry flying: stay on the right sides of canyons, leave landing lights on, announce intentions on multicom (122.9 MHz), and roll to the end of each runway on landing to leave room for airplanes that may be following close behind.

Sheer joy of flying

Some of the best known and most difficult strips are located within a few minutes' flying time from Johnson Creek, and pilots typically sought them out early each day when winds were light and the air was cool.

Places with names such as Mile Hi, Soldier Bar, and Wilson Bar were within 50 nautical miles along the deep, rock-walled valleys carved by the Salmon River . But the pleasant names revealed nothing of their true character. Taking off and landing at each strip required flying an exacting approach through a maze of canyon walls, at speeds a few knots above VSO, and committing to land as little as a few seconds after the runway came into view. Some strips in dead-end canyons offer no possibility for go-arounds.

And simply spotting the strips can be a challenge because they look nothing like the paved, painted, lighted airports most GA pilots are accustomed to. Backcountry strips are often curvy, undulating pieces of rock-strewn ground with steep slopes, gravel, rocks, tall grass, and abrupt drops at either, or both, ends.

Spike Minczeski, director of operations for Teton Aviation and a backcountry flight instructor, said such strips—along with high density altitudes, shifting winds, and rapidly changing weather—present unique and constantly changing potential hazards to mountain fliers. "Flying in the backcountry requires a higher skill level," he said. "You have to be more precise, you have to make good decisions, and you have to know your limits and not push them. But for the sheer joy of flying, there's nothing that can compare to it."

Although Johnson Creek is the largest and busiest of the backcountry strips, camping there hardly felt like staying at an airport. All flying ceased as dusk approached, and familiar airport sounds gave way to exotic wildlife: shrill calls from hawks and eagles above, the bugling of elk, the clash of antlers, and the distant howls of wolves.

Lonely is a state of mind

Gene Hargett, 80, is the low-key caretaker at Johnson Creek. A former civilian flight test engineer at Kelly Air Force Base in San Antonio , Texas , he was hired 13 years ago and relocated with his wife to a nearby town. The couple also owns a bed-and-breakfast inn, but Hargett spends most of the flying season in a small, furnished house at Johnson Creek.

"I don't really get lonely," he said. "Lonely is a state of mind. I'm never short of things to do. There's always mowing or irrigating to be done."

Bill Anders, the former astronaut, flew a de Havilland Beaver to Johnson Creek and beyond, the first time he had been to the area. While most campers had no alternative to thin-walled tents on rainy or frosty nights, Anders lifted his airplane's tailwheel onto a tall stack of rocks so that the fuselage was level, and he slept inside the stout, Canadian-built airplane.

"It's a lot more comfortable than Apollo 8," he said. "I actually sleep pretty well in the airplane. I don't think I slept more than a few hours during that entire [week-long] mission."

Anders said he was drawn to the challenge of flying in and out of strips that "wouldn't even have been considered as emergency landing sites" for the supersonic jets he flew at NASA and in the military. He said the natural beauty of the landscape and its vastness were awe inspiring, too. "I've been to Yellowstone and I've been to the Tetons, but I had no idea that this beautiful country was here," said Anders. "Not many Americans know it exists. I've enjoyed the challenge of flying here and the beauty of the surroundings."

From an airplane, the geographic variation in this rugged portion of the country is astounding. In less than two hours, even a slow-flying STOL airplane can make it from the rim of Hell's Canyon, a massive, curving gorge carved over the eons by the Snake River , across a farm-dotted prairie to heavily forested, snowy mountains and glacial valleys.

Much of the land has been deeply scarred by recent wildfires that charred hundreds of thousands of acres and blackened many mountainsides. Trunks of fallen trees are scattered for miles like so many matchsticks. But the crazy-quilt pattern of scorched hillsides and green forests is dotted with bursts of yellow aspens, red underbrush, and dazzling new growth. Deer were visible in a few meadows, and another pilot pointed out a group of four white mountain goats clustered on a rocky ridge about 9,000 feet msl.

I hardly look at the ASI

John French, a former Marine F-4 Phantom pilot, likens approaches and landings at short mountain strips to aircraft carrier landings.

"In carrier landings, the mantra is 'meatball, line-up, and angle of attack,'" he said, referring to checking glide path, alignment, and attitude. "Here, you pick your aim point, set your attitude, and adjust power for rate of descent. You want to hit your aiming point and not float."

Kari Cameron of Ashland , Oregon , had been on two previous backcountry trips to Johnson Creek with her boyfriend. But this year, business commitments kept him away, and Cameron decided to attend by herself and fly her STOL 182.

"We always did this together, and I was concerned about having to handle everything by myself," she said. "I was confident in my ability to handle the flying. But what if an alternator goes out, or the number-three cylinder? You can't just call the FBO out here. There is no FBO. I've got to be prepared to handle whatever comes up."

Several airplanes were equipped with angle-of-attack indicators designed to help pilots safely make approaches at critically low airspeeds. Since a wing always stalls at the same angle of attack, the indicators help pilots fly close to that angle despite varying payloads and density altitudes.

"The AOA indicator takes the guesswork out of it," said Dick Laumeyer, a retired airline pilot who owns and flies a Cessna 185. "I used to add a couple knots for the kids and add a few more for the cargo—and I was usually too fast. Now, I hardly look at the airspeed indicator anymore."

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A very fortunate group

"Flying out here is a way to become good stewards of the backcountry and take advantage of the fact that places like this are here and available to us," said Brown. "The best way to realize the greatness of this country is to get out here and see it. You can read about places like this all you want. But it's not the same as being here."

Brown said the best way to ensure the survival of remote airstrips is for pilots to use them regularly. State officials in Idaho monitor aerial activity at remote facilities. "The FAA and the Forest Service have a real propensity to want to shut things down and lock people out," Brown said.

"Thank God people come out here to fly because that's the only way to keep these strips open."

Geoff Lynes, general manager for Northwest Husky in Driggs , Idaho , said the stunning scenes available to backcountry pilots still amaze and humble him.

"As pilots, we know we're part of a small and very fortunate group," he said. "But even among pilots, very few get to do this type of flying. Before each takeoff, I take a moment to sit back, close my eyes, and say a little thanks for the opportunity to be here and fly in such a magnificent place."

TOP 10 CHALLENGING MOUNTAIN AIRPORTS

1. Telluride , Colorado (TEX)

Telluride Regional Airport, the nation's highest airport with airline service, is a problem for pilots who don't calculate density altitude in summer. Obviously, any airport at 9,078 feet msl requires awareness of density altitude even on barely warm days. The runway length is 6,870. (The runway is being rebuilt, requiring the airport to close from April to November 2009.) High terrain next to the airport generates rotor clouds on windy days. Runway operations are mostly one way, and one end has a 1,000-foot drop-off. One-way operations mean departing traffic may be coming at you as you approach this non-towered airport.

2. Aspen , Colorado (ASE)

When approaching the 7,000-foot long runway at Aspen Pitkin County/Sardy Field, at 7,820 feet msl, from the west pilots must begin the descent and configure for landing before the airport is visible.

Outbounds turn to the right until above the inbounds, then turn left over them and fly down the valley, climbing until they clear the rocks and head for wherever they're going.

The approach at Aspen is challenging when flying visually, and has challenging instrument approaches as well with steep climb requirements.

3. Leadville , Colorado (LXV)

Lake County Airport is North America 's highest elevation public-use airport. It's not the approach itself—it's in a wide valley—but it's the sheer altitude of 9,927 feet msl that requires a modified technique. The traffic pattern altitude is 10,700 feet msl, and the runway is 6,400 feet long.

4. Glenwood Springs , Colorado (GWS)

Glenwood Springs Municipal Airport at 5,916 feet msl comes with lots of challenges, according to Denver flight instructor Kolber. The runway is 3,300 feet long with trees at each end. A narrow and twisting canyon guards it, and like so many Colorado mountain airports, weather and winds sometimes demand one-way runway operations. It's an airport in a canyon with outcroppings along the canyon walls. There are limited opportunities for go-arounds, and departing traffic is coming the other way.

5. Angel Fire , New Mexico (AXX)

Also nominated by Kolber is Angel Fire, New Mexico , which sits at 8,322 feet msl in a narrow valley. The runway is 8,900 feet long. The valley is narrower, but the real challenge here is that the runway is oriented north/south while the prevailing winds are from the west. That, combined with the surrounding terrain, means that the wind is almost always a crosswind and is usually pretty strong.

The airport is in a valley one mile wide between 10,800-foot mountains—with crosswinds. Predominately west winds can reach 55 knots, so there is usually turbulence in the valley.

6. Ruidoso , New Mexico (SRR)

Sierra Blanca Regional Airport , near Ruidoso , New Mexico , at 6,814 feet msl is on a mesa and serves a ski destination. The main runway is 8,099 feet long. It lies in the shadow of the nearly 12,000-foot peak that hosts the Ski Apache area. Very squirrelly winds there, but a beautiful destination in the Lincoln National Forest .

Winds there made the news when they reached 74 knots. In previous years, winds like those occurred mostly in the spring. Density altitude sometimes hits 11,000 feet msl in summer. Leaving is the problem. Sometimes, when a pilot asks for fuel, we'll ask if density altitude has been checked.

7. Morgan , Utah (42U)

Morgan County Airport, Utah, at 5,020 feet msl is an airport pilots might find challenging. The runway is 3,900 feet long and very close to terrain. You have to take off to the west and make a turn before you hit the mountain. If you take off to the east you will have a hard time climbing out.

There is 75-foot-high terrain 100 yards from the runway. It's not an FAA-approved runway because of that. In addition, hangars are 100 feet from the runway centerline. Better land on the numbers on Runway 21. There's a seven-foot drop from that end of the runway to the opposite end. Pilots arriving with too much speed find the runway dropping from under them as they attempt to touch down, and may have to go around. It's not uncommon to find deer and elk crossing the runway.

8. Sedona , Arizona (SEZ)

Sedona Airport at 4,830 feet msl has high terrain near the airport. It is located on top of a mesa.

The mesa is 600 feet higher than the city, and the 5,132-foot runway starts and ends near the edge of the mesa. A few pilots have landed too fast and then jammed on the brakes, blowing tires. If you undershoot, you're in trouble, and if you overshoot, you're in trouble. You can't land on the numbers, but you can't wait too long after that.

9. West Dover , Vermont (4V8)

One of our members nominated the ski resort airport in West Dover , Vermont , as among the most challenging. It has an elevation of 1,953 feet msl and a runway length of only 2,650 feet. Brush up on short-field operations.

10. Thermopolis , Wyoming (THP)

Bizarre runway slope and 4,800-foot runway. The runway has an average 2.5-degree slope. Normal procedure at this airport, elevation 4,592 feet, is to land uphill on Runway 19 and take off downhill on Runway 1, assuming winds do not favor landing on Runway 1. If you

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have to land downhill, Runway 1 slopes away from you at about the same angle as your glide angle. There is a 115-foot differential in elevation between the two ends of the single runway.

Washington Times, “President Obama is trying to quietly end the armed pilot program, making air travel more vulnerable to terrorist attack.” Statement by the Citizens Committee for the Right to Keep and Bear.

The airline pilots union said they "met with TSA executives and were told in no uncertain terms that TSA embraces the FFDO program, that there are no plans to reduce or restrict its growth, and that in fact the agency fully intends to grow and expand the program."

NEWS About the plane crash at St Charles :

The crash at 3SQ on Sunday looked like the Remos that a salesman was trying to sell St. Charles Flying Service for their school.
The media called it a Cessna, but it looked more like the Remos.
One of the neat things about the Remos is the electronic instrument panel which makes it possible to take two Vortech bearings at the same time.
The media reported that two instructors were flying the plane and came up short of the road. Roads and wires are on three sides of the field and the other choice is to take an approach over the airport buildings.
The Remos is powered by a Rotax 912 S, 100 horse power if that is the power they are advertising now.
RT

ELT Disposal – Don’t Trash the Beacon!
As pilots transition from 121.5 MHz emergency locator transmitters (ELT) to the newer and more reliable 406 MHz digital emergency beacons, many of the older ELTs are finding their way to trash dumpsters and landfills. If the old ELTS are not removed and discarded properly, the device could be accidentally activated and broadcast a distress signal forcing emergency responders, namely the Civil Air Patrol (CAP), to locate the disposed transmitter. “It is time consuming for our members to locate and silence ELTs in landfills and dumpsters,” says CAP National Commander Maj. Gen. Amy S. Courter, “but it is something that must be done to make sure all emergency signals are accounted for.” If you are discarding one of these devices, please remove or disconnect batteries so the device cannot be accidentally activated. Then, contact an electronics waste facility in your area for proper disposal.

WAAS It All About? Get the Lowdown on GPS Approaches
The Wide Area Augmentation System (WAAS) has improved GPS approaches to where they provide minimums equivalent to the CAT I ILS minimums. The improved accuracy and additional vertical guidance of WAAS approaches has opened the door to a whole new world of precision flight without relying on expensive ground-based navigational equipment. Learn more about how the WAAS system can work for you in the March/April 2009 issue of *FAA Aviation News* at www.faa.gov/news/aviation_news/. This technology-based issue also includes articles on purchasing new avionics, working with your autopilot, and the latest on GA flight simulator technology.

First roadable airplane takes flight

By Thomas B. Haines

You may not have noticed it, but history was made on March 5 at 7:40 a.m. when the Terrafugia Transition lifted off the runway for the first time at New York ’s Plattsburgh International Airport . The Transition is the first “roadable airplane” that is completely self-contained in ground mode; previous attempts at flying cars required the wings or other components to be trailered on the ground.

At a press conference at the Boston Science Center March 19 announcing the first flight, Chief Test Pilot Phil Meteer demonstrated how the airplane switches to road mode in just 30 seconds as the wings fold in the middle and bend upward at the root, collapsing up next to the fuselage behind the two-person cockpit. To change back to aircraft mode, the pilot must enter a personal identification number into a keypad next to his left knee—a level of security to prevent someone from stealing the car and attempting to fly it.

Terrafugia CEO Carl Dietrich described the anxious moments on March 5 as the Transition barreled down the 11,000-foot runway at Plattsburgh and lifted off, followed by a Cessna 172 chase plane flown by volunteer formation pilot Giora Guth and John Telfeyan. “We felt as if we had planned for every contingency, but at that moment all we could do was watch,” Dietrich said. As planned, the airplane flew only a few feet above the long runway before landing again. Phase one of the flight test plan includes a series of such runway hops, to date as high as about 70 feet. Meteer so far has logged seven landings, saying the four-wheeled (front-wheel drive) craft lands conventionally. Pilots will love the feel of the Transition while taxiing, he said, because of the automotive-style suspension. “We built it to withstand Boston-style potholes,” he quipped. The flight tests followed months of high-speed taxi tests and thousands of hours of wind tunnel and simulator sessions.

Designed as a light sport aircraft, the first Transitions are scheduled to be delivered in 2011 with a sales price of $194,000. Refundable production positions can be reserved now for $10,000. The Transition is powered by a 100-hp Rotax 912S engine in a pusher configuration. In the ground mode, the propeller, which is nestled between twin vertical stabilizers, is stopped. The engine is optimized to run on high-octane auto fuel, but it can also burn 100LL avgas.

Mental Feng Shui

Lotus Touts
ONE. Give people more than they expect and do it cheerfully.
TWO. Marry a man/woman you love to talk to. As you get older, t heir conversational skills will be as important as any other.
THREE. Don't believe all you hear, spend all you hav e or sleep all you want.
FOUR. When you say, 'I love you,' mean it.
FIVE. When you say, 'I'm sorry,' look the person in the eye.
SIX. Be engaged at least six months before you20get married.
SEVEN. Believe in love at first sight.
EIGHT. Never laugh at anyone's dreams. People who don't have dreams don't have much.
NINE. Love deeply and passionately. You might get hurt but it's the only way to live life completely..
TEN.. In disagreements, fight fairly. No name calling.
ELEVEN. Don't judge people by their relatives.
TWELVE. Talk slowly but think quickly.
THIRTEEN! ... When someone asks you a question you don't want to answer, smile and as k, 'Why do you want to know?'
FOURTEEN. Remember that gr eat love and great achievements involve great risk.
FIFTEEN. Say 'bless you' when you hear someone sneeze.
SIXTEEN. When you lose, don't lose the lesson.
SEVENTEEN. Remember the three R's: Respect for self; Respect for others; and Responsibility for all your actions.
EIGHTEEN. Don't let a little dispute injure a great friendship.
NINETEEN. When you realize you've made a mistake, take immediate steps to correct it..
TWENTY. Smile when picking up the phone. The caller will hear it in your voice.
TWENTY- ONE. Spend some time alone.

A true friend is someone who reaches for your hand and touches your heart.

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The Fly - By

Date April, 2009

I believe I sent you this already
If not then perhaps you should include it as well.
SAFETY TIP

Purge "Probably" From Your Flying Vocabulary

Just as a drug-sniffing dog alerts in the presence of an illegal substance, you should be alert anytime the word "probably" pops into your head when flying. Probably means that you've done an informal assessment of the likelihood of an event occurring and have assigned a probability to it. The term implies that you believe that things will most likely work out but that there's some reasonable doubt in your mind. Because humans are in general optimistic, there's also a good chance that you've overestimated the probability of success, as do the approximately 300 pilots a year who suffer fatal accidents.

If you ever think that your course of action will "probably work out," you need to choose a new option that you *know* will work out. Even if you feel there's a 99-percent probability that things will work out, that shouldn't be sufficient justification for you to continue with a course of action. Would you play Russian roulette with a gun that had 100 chambers and just one bullet in it? I hope not.

Pilots can also be lured into a false sense of security if they've performed a risky behavior successfully in the past. One CFII, known locally by his colleagues as "Luke Skywalker," had a reputation for always being able to make it into his local airport—which didn't have an instrument approach—regardless of how bad the weather was. Having succeeded perhaps a hundred times, he may have felt justified in believing that he could always make his system work. The last time he tried, however, it didn't work and he became a statistic.

In the San Francisco Bay area, about one-half of all VMC-into-IMC accidents occur in the Livermore Valley , probably because a marine layer of clouds frequently obscures the mountains that rise from sea level to about 4,000 feet. A common way to traverse this area is through the Altamont and Sunol mountain passes. I tell pilots that if they ever approach these passes and, based on visibility, think "they can probably make it through," they need to make a 180° turn and land at an alternate airport. Undoubtedly, every pilot who crashed in this area thought that he or she would "probably" make it through—otherwise the pilot wouldn't have continued.

You should always assess risk and prepare a Plan A, Plan B, and Plan C before you take off. That way, the first time the word "probably" flashes through your mind, you can instantly began to execute Plan B or Plan C. Fully thinking out these plans before you leave the ground leads to better decisions. Waiting until you *know* things are not going to work out is the wrong time to improvise a seat-of-the-pants decision.

There is lots to talk about and more to experience.

Keep your wings level and your tail behind you.

Bill Rohland

Minutes

Call to order 7:33
Key note speaker Ted Fink Flight instructor from Mexico MO

Old Business

Dayton trip schedule for 4/4 (Contact Bill Buchholz if you want to go) so far there is a total of 4 signed up. We are going however we will need a lot more if we are to get the buss.

New Business

Motion made and passed to move meeting start time to 7:00pm
Motion made and passed for volunteers to bring food for meeting at 6pm. The volunteers will get there money back by everybody ticking in to the pot.

Bert gave a safety samara on Flight planning with a computer

The petenpol Brian arranged to get is now in hanger 2

Treasures Report

Expenses	$33.00
Income	$40.00
Total	$1,262.97

Adjournment 9:30

Calendar of Events:

July 10-12 Kankee IL. 4th Annual Fly-in & Pig Roast
http://www.theultralightplace.com/2008_fly_in.htm

19th April St. Charles County Smart Field(KSET) Fly-in hosted by EAA Chapter 32

Sun 'n Fun
April 21-26, 2009. Lakeland Linder Regional Airport, Lakeland, Florida. Start your aviation year at Sun 'n Fun, one of the world's premier events for recreational aviation enthusiasts. The focus is on education with more than 450 educational forums, seminars and "hands-on" workshops; plus more than 500 commercial exhibitors who offer aviation products and services including all the major aircraft manufacturers; daily air show plus additional night air show on Friday, April 24; more than 5,000 aircraft of every size and shape.

Weight Shift Control Repairman Inspection Course
May 2-3, 2009. Cushing Field, Newark, Illinois. This FAA-accepted 16-hour course provides the required training for owners or would-be owners of weight shift control E-LSAs to be eligible for an FAA light-sport repairman certificate. The certificate authorizes them to perform their own annual condition inspections. For more information visit
http://www.easyflight.com/16-hour-course.html

SATURDAY
MAY 2

TBN Waynesville-St. Robert Regional Airport Fort Leonard Wood, Missouri, USA

7:30 AM - 11:30 AM
I-44 Flyers Launch Into Summer! Pancake Breakfast
Fly-in pancake breakfast, discounted fuel sales, static aircraft

Pres Bill Rohland
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Sec: Bill Buchholz
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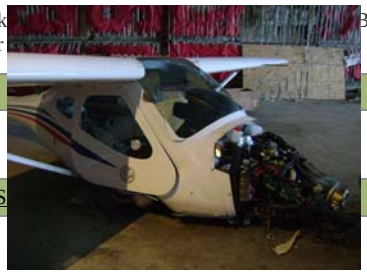
Treas: Tim Fidler
Phone: (314) 838-2064
Email:

Safety: Bert Hampton
Phone: (618)236-1312
Email: stkbull@charter.net

displays, and Young Eagles flights. Fly in for breakfast, then stay for our BRF Clinc and get your flight review taken care of. Everyone is welcome!

Emails for the Newsletter

Here is what's left of the last Sport Pilot FBO near St. Louis in Missouri



SATURDAY MAY 16

KALN St Louis Regional Airport Alton/St Louis, Illinois, USA

8:00 AM - 2:00 PM

EAA Chapter 864 Flyin/Drivein Breakfast/Lunch

SATURDAY JUN 6

KSAR Sparta Community Airport-Hunter Field Sparta, Illinois, US

10:00 AM - 6:00 AM

3rd Annual Sparta, IL fly-in

3rd Annual Sparta Fly-in which includes Warbirds, flying competiti
much more! Award for the longest distance fly-in aircraft! All proce
research

FRI - SUN JUN 19 - 21

K15 Grand Glaize-Osage Beach Airport Osage Beach, Missouri, US

2009 Cherokee National Flyin

The Cherokee Pilots welcome everyone to a weekend of fun at the lak
Friday night. Vendors and exhibits on Saturday. Visit the web site for

BQ

SATURDAY JUN 20

KALN St Louis Regional Airport Alton/St Louis, Illinois, USA

8:00 AM - 2:00 PM

EAA Chapter 864 Flyin/Drivein Breakfast/Lunch

THU - SUN JUN 25-28

K15 Grand Glaize-Osage Beach Airport Osage Beach, Missouri, US

Cherokee National Fly-In

At the Tan-Tar-A resort

SATURDAY JUN 27

9I0 Havana Regional Airport Havana, Illinois, USA

7:00 AM - 11:30 AM

Havana Old-Fashioned Fly-In/Drive-In Pancake Breakfast

Great food, friendly atmosphere. Smooth groomed sod strip and ramp, plenty of aircraft parking. Sponsored by EAA Chapter 1420.

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The Fly - By Date April, 2009

For Sale

2” Plastic root tube end caps $2.00 each
Gray Tire with tube 4”W X 5” DIA 12.75 OD $3.00 each
Call Ed Hase 314-787-8183

For sale Magellan GPS 2000 with manual W/ coordinates
It’ll will get you there. Price $80
Rich Brannam (618)466-7156

BRS-5 Model 750
Canister model
Serial # 16211
Built June of 2006

Was originally installed and has all the connections for an Eipper Quicksilver. Can not use on my Kitfox, but would consider taking a 500# soft pack in trade, for my aircraft. Asking $1525. If you have any questions or concerns about it! Call me ... **Roger Olsen (636) 391-1338**

If anybody in the GAUA has items they would like to put in the for sales page send an email to billbuch01@yahoo.com having the contact info, description, price and have the subject line read GAUA FOR SALE.

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