

The Fly - By Date Nov, 2009



The President's Corner

A Happy, if Belated, Thanksgiving to All

Here is your reminder that we meet this coming Thursday eve.

GAUA Monthly Meeting

Thursday, 3 December, 6:00 PM FOOD 7:00 PM MEETING

Hangar #2

Downtown St Louis Airport

Cahokia, IL

Keith Smith will be conducting an engine repair clinic at Hangar #2 immediately following the business meeting.

Both the LSA Expo the beginning of October and Little Egypt activities on the 17th at Mount Vernon experienced less than perfect weather conditions. Although conditions were less than perfect, **Chris Collins** reports that the exhibitors were pleased with the quality of inquiries they got. We know that Twenty Ten will be the PUUURFECT year for both activities. Be sure to mark your calendars.

Ron Peek received a Renewal Notice for our organizations web site. I have asked **Ron** to renew so that we will continue service, uninterrupted, effective February 2010.

I continue to receive and enjoy the EAA Experimenter Homebuilders Newsletter. This publication has numerous articles, videos and seminars which are informative and educational. If you are building, fixing, repairing, fabricating or just like to see How To information, this is a great resource. I have included some site to check out below. Once you have logged onto any one of these videos, you will see a menu of many additional videos that you can access.

Go to the web page indicated to watch Homebuilder Videos on the following topics:

Tap and Die Basics

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432781645&bctid=50864533001>

Turnbuckle Safetying Double Wrap Spiral

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432781645&bctid=50855191001>

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P Lead Fabrication / Wire Termination

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432781645&bctid=50864529001>

Preparing a Rotationally Molded Tank Sonex

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432781645&bctid=43978294001>

Cutting Inside Holes

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

DUCTING

Scat, Sceet, (550' degree Red) Cat and Ceet (350' degree Black) For Heat Transfer

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Aeroquip 816 Stainless Steel Hose Fitting Installation

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Tires and Tubes

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Rivnut Removal / Installation

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Deburring Metal

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Closing Aluminum Angle

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Bending Aluminum Plate With an Arbor Press

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=40439503001>

Bending Aluminum across the Grain

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=40439515001>

Make Your Own Deburring Tool

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=40432879001>

Installing a nut in a Hard to Reach Place

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432781645&bctid=36873264001>

Firesleeve Installation-Removal

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

AN Hardware Basics

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Drilling Plexiglass

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Motor Mount Fabrication

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

NicoPress Fittings

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

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Metal Propeller Repair

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Composite Propeller Repair

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Drilling in Tight Places

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

AeroVee Ignition Timing

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Drilling Titanium

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Torque Seal Installation

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

Cutting Instrument Holes with a hole saw

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=1432790122&bctid=35607276001>

BNC Connectors for Antennas RG-58

<http://link.brightcove.com/services/player/bcpid1431564069?bclid=9413863001&bctid=38486239001>

There are videos on Sheet Metal, Tube and Fabric, Wood, Composite, Electrical.

These are great videos, on line, and ours just by going to any one of these sites as well as checking out additional sites that become available once on line with these.

I want to THANK **BERT** once again for his presentation last month of 'Vision and Collision Avoidance for Light Sport and Ultralight Pilots'

By the way, if you sign up at the FAA WINGS site, programs such as this will be added to your account which will substantially help reduce your culpability in case of an accident besides affording you access to additional programs that are equally rewarding. Check with Bert for more information regarding WINGS.

With the coming of cold weather operations we must all, those of us planning such operations, be attentive to problems that arise in such conditions.

The serious effect small amounts of ice, frost, slush, and snow contamination can have on aircraft performance and controllability is one of concern. There is a common misconception that icy contaminants, even in small amounts, on or near the leading edge of an aerodynamic surface, does not affect safety. However, you would be wrong to believe thus. Investigations have revealed that even miniscule amounts of icy contaminants on aerodynamic surfaces and/or control surfaces can cause significant loss in lift and flight control.

Carefully inspect your plane for any amount of accumulated contamination, regardless of how spotty or thin it may appear. This includes dirt which contributes to the accumulation of such material. Perform a visual, as well as tactile (touch) inspection of your planes surfaces. Even a surface that resembles the feel of ultra-fine sandpaper is unacceptable and should have all contamination removed.

On his 65th birthday, a man got a gift certificate from his wife. The certificate paid for a visit to a medicine man living on a nearby reservation who was rumored to have a wonderful cure for erectile dysfunction.

After being persuaded, he drove to the reservation, handed his ticket to the

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medicine man and wondered what he was in for.

The medicine man slowly, methodically produced a potion, handed it to him, and with a grip on his shoulder, warned, "This is powerful medicine and it must be respected. You take only a teaspoonful and then say 1-2-3."

"When you do that, you will become more manly than you have ever been in your life and you can perform as long as you want."

The man was encouraged. As he walked away, he turned and asked, "How do I stop the medicine from working?"

"Your partner must say '1-2-3-4,'" he responded. "But when she does, the medicine will not work again until the next full moon."

He was very eager to see if it worked so he went home, showered, shaved, took a spoonful of the medicine, and then invited his wife to join him in the bedroom.

When she came in, he took off his clothes and said, "1-2-3!". Immediately, he was the manliest of men.

His wife was excited and began throwing off her clothes. And then she asked, "What was the 1-2-3 for?"

And that, boys and girls, is why we should never end our sentences with a preposition because we could end up with a dangling participle.

To ignore the facts does not change the facts

Our own **Dale Loyet** and his lovely wife **Joyce** received a plaque honoring them at their '**Dawn Patrol Café**' which they open to drop in fliers from the skies.

Brian Kissinger made this presentation at last months Chapter 64 meeting. Congratulations **Dale** and **Joyce**.

HEY

Would you like to fly a helicopter? Take lessons? Just joyride ???

The first Saturday of every month you can take a demonstration flight in an R22 for \$99.00.

The price includes a half hour of ground instruction and a half hour of flight where you fly the helicopter.

The R-22 is a single-engined helicopter with a semi-rigid two-bladed main rotor and a two-bladed tail rotor. The R22 has a very low inertia rotor system and the control inputs are operated directly by push rods with no hydraulic assistance.

The basic structure is welded chrome moly tubing. The forward fuselage is made of fiberglass and aluminum with a Plexiglas canopy. The tailcone, vertical and horizontal stabilizers are aluminum. It has side-by-side seating. The doors may be removed for flight and a 10.4lb weight saving.

SOUNDS LIKE FUN RIGHT ????

Contact **Laura Wendt**, 520-295-0849. Email Website Event ID: 12027 Tucson International Airport (KTUS). Voyager Demo Day. O.K. Perhaps this may be a little out of our easy fly in radius es

I just enrolled in the EAA Oshkosh365 community. Here is more info:

My new member benefit makes available The December digital edition of EAA Sport Aviation magazine, which can be viewed at Oshkosh365, EAA's online community. You are now able to get a sneak peek of this magazine as much as one week before it arrives in the mail, or instead of getting it in the mail.

December issue features:

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LSA the Homebuilt Way
Kenny Johnson's clipped wing Super Cub
This One is for George
A flying tribute to friendship
A Modern Day Barnstormer
Sarah Wilson finds her aviation niche
Propellers
A survey
Learning to Fly
...Twice

enjoy the latest edition of EAA Sport Aviation! If you have any questions or concerns, please contact EAA Membership Services at 800-564-6322 or email at membership@eaa.org.

Doug Remoundos has submitted the following information regarding Reasons for Living in Canada

TOP REASONS TO LIVE IN BRITISH COLUMBIA

1. Vancouver: 1.5 million people and two bridges. You do the math.
2. Your \$400,000 Vancouver home is just 5 hours from downtown.
3. You can throw a rock and hit three Starbucks locations.
4. There's always some sort of deforestation protest going on.
5. Weed.

TOP REASONS TO LIVE IN ALBERTA

1. Big rock between you and B.C.
2. Ottawa who?
3. Tax is 5% instead of the approximately 200% it is for the rest of the country.
4. You can exploit almost any natural resource you can think of.
5. You live in the only province that could actually afford to be its own country.
6. The Americans below you are all in anti-government militia groups.

TOP REASONS TO LIVE IN SASKATCHEWAN

1. You never run out of wheat.
2. Your province is really easy to draw.
3. You can watch the dog run away from home for hours.
4. People will assume you live on a farm.
5. Daylight savings time? Who the hell needs that!

TOP REASONS TO LIVE IN MANITOBA

1. You wake up one morning to find that you suddenly have a beachfront property.
2. Hundreds of huge, horribly frigid lakes.
3. Nothing compares to a wicked Winnipeg winter.
4. You can be an Easterner or a Westerner depending on your mood.
5. You can pass the time watching trucks and barns float by.

TOP REASONS TO LIVE IN ONTARIO

1. You live in the centre of the universe.
2. Your \$400,000 Toronto home is actually a dump.
3. You and you alone decide who will win the federal election.
4. The only province with hard-core American-style crime.

TOP REASONS TO LIVE IN QUEBEC

1. Racism is socially acceptable.
2. You can take bets with your friends on which English neighbour will move out next.
3. Other provinces basically bribe you to stay in Canada .
4. You can blame all your problems on the "Anglo A*#!%!"

TOP REASONS TO LIVE IN NEW BRUNSWICK

1. One way or another, the government gets 98% of your income.
2. You're poor, but not as poor as the Newfies.
3. No one ever blames anything on New Brunswick .
4. Everybody has a grandfather who runs a lighthouse.

TOP REASONS TO LIVE IN NOVA SCOTIA

1. Everyone can play the fiddle. The ones who can't, think they can.
2. You can pretend to have Scottish heritage as an excuse to get drunk and wear a kilt.
3. You are the only reason Anne Murray makes money.

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TOP REASONS TO LIVE IN PRINCE EDWARD ISLAND

1. Even though more people live on Vancouver Island , you still got the big, new bridge.
2. You can walk across the province in half an hour.
3. You can drive across the province in two minutes.
4. Everyone has been an extra on "Road to Avonlea."
5. This is where all those tiny, red potatoes come from.
6. You can confuse ships by turning your porch lights on and off at night.

TOP REASONS TO LIVE IN NEWFOUNDLAND

1. If Quebec separates, you will float off to sea.
2. If you do something stupid, you have a built-in excuse.
3. The workday is about two hours long.
4. It is socially acceptable to wear your hip waders to your wedding.

Pass this along to Canadians who need a laugh and foreigners who can learn something about Canada and then enjoy a good chuckle.

Let's face it: Canadians are a rare breed.

The Official Canadian Temperature Conversion Chart

50° Fahrenheit (10° C)

- Californians shiver uncontrollably.
- Canadians plant gardens.

35° Fahrenheit (1.6° C)

- Italian Cars won't start
- Canadians drive with the windows down

32° Fahrenheit (0° C)

- American water freezes
- Canadian water gets thicker.

0° Fahrenheit (-17.9° C)

- New York City landlords finally turn on the heat.
- Canadians have the last cookout of the season.

-60° Fahrenheit (-51° C)

- Santa Claus abandons the North Pole.
- Canadian Girl Guides sell cookies door-to-door.

-109.9° Fahrenheit (-78.5° C)

- Carbon dioxide freezes makes dry ice.
- Canadians pull down their earflaps.

-173° Fahrenheit (-114° C)

- Ethyl alcohol freezes.
- Canadians get frustrated when they can't thaw the keg

-459.67° Fahrenheit (-273.15° C)

- Absolute zero; all atomic motion stops.
- Canadians start saying "cold, eh?"

-500° Fahrenheit (-295° C)

- Hell freezes over.
- The Toronto Maple Leafs win the Stanley Cup

Blessed are those who can give without remembering
And take without forgetting

Phoenix Airport is cracking down on baggage theft.

The facility is increasing security patrols and video surveillance in baggage claim in response to last week's arrest of a couple suspected of stealing nearly 1,000 pieces of luggage. The airport is also instituting random checks to make sure claim tickets match bag tags.

It is an airline's responsibility to ensure checked bags are returned to their owners. Before last week's arrests, however, no carrier serving Sky Harbor had reported a serious uptick in missing bags.

☺☺☺

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Stolen luggage at the Phoenix home of **Keith King** and **Stacy King**.

It used to be up to the airlines to secure baggage. Then when airline budgets were slashed, baggage claim areas diminished their manning. Most customers do not mind because it works faster without having to provide your claim check.

Here are suggestions provided by the travel experts:

Outsmart the bad guys

Here are a few tips I follow to make sure I am reunited with my bags at the end of my journey:

Ditch the detours: It can be tempting to grab a bite to eat, make a few phone calls on the way to the baggage claim area after your flight. But it's best to be standing by when the bags begin their ride on the carousel.

Work in teams: After all, many thieves do. If someone is meeting me at the airport, I have them meet me at the baggage-claim carousel armed with my flight number and a photo of my bag that I have sent using my camera in my cell phone.

Say it with style: Some bags really are taken by mistake because so many bags look alike. So I put a really obvious, even garish, marker on my bag so it stands out. You'll be able to pick it out from all the boring, black roll-around models on the baggage belt. More importantly, I'll notice right away if someone else tries to walk off with my bag. I.e., an old neck tie tied to the handle, wrap the case in a multicolored bandana.

Avoid baggage claim entirely: Checked-bag fees, waiting around baggage claim and worries about security is reason enough to pack lightly and travel with just a carry-on. I and my family have not checked luggage in years.

Here is another submission by **Doug**.

Hi **Bill**,

Thought I would share this one with you.

I was flying my J3 on Saturday and experienced an engine failure at 300ft AGL. I immediately stuffed the nose down, turned about 60 degrees to the right, and landed in a field into wind. My touch down speed must have been about 20 mph, tops! The rollout was only 200ft. I was unhurt, there was no damage to either the airplane or property.

After coming to a stop, I started looking for the cause of the failure. It turned out that the fuel selector was about half way open, and that caused fuel starvation at high power. It seems that after starting (pull start) my engine, the starter cord knocked the fuel selector out of its full open position. Of course, I thoroughly inspected the airplane and engine for any other damage. Did a VERY long full power run-up, and then took off and headed home without further incident.

Lessons learned: I have a checklist in the cockpit.

Its last item is:

Brief..... Complete

This item means take off heading and altitude after takeoff and engine out actions / direction after takeoff. That item is what I think resulted in the positive outcome at such a low altitude. That morning, I was departing from a breakfast at the local truck stop. (that's right, a truck stop...) The grass strip parallels a secondary road, and that road was my initial plan for an engine - out. I had a 20 mph crosswind from the right and I knew that there was good sized field to my right, about 1/2 mile away. My plan was to over fly that field after takeoff while in the climb-out. It turned out, that field was also my engine out landing field.

Bill, yesterday could have turned out so much worse if I hadn't thought about my engine out procedure before taking off. I was amazed at how quickly the speed dropped off when the engine quit, I could only imagine what would have happened if I didn't push the nose over before starting that turn. Had I attempted to land on the road straight ahead, I would be landing in a 20 mph direct crosswind, on a rather narrow road. If I turned left (to a much better looking field) I would have touched down at 60 +mph. ouch!. I considered all of that before take off, and when the engine quit, it all seemed so simple; I just followed the plan.

As for the fuel selector, I will amend my checklist to include the fuel selector in a final check before take off, and this spring, I'm moving that selector to a better location in the cockpit.

Regards,

Doug

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THANKS **Doug** for sharing this with us. I am very happy that you and your you J-3 survived unscathed. I and several friends have looked over our fuel selectors to see if relocation might be in order.

Perhaps we should all just do away with fuel shut-off controls ? ? ?

Why would one EVER want to turn off ones fuel supply?

Only justification for that is when flying gliders in good thermals.

Mark your calendars:

JANUARY 9

Safety Seminar Hanley Bldg Springfield IL

Dale Rust 217-785-4989

This annual event regularly draws many attendees.

Keith Smith first introduced me to this annual event several years ago and I have yet to miss one.

Our very own member, **ROY BEISSWENGER** (ROY@EASYFLIGHT.COM) is a regular presenter/organizer/sponsor of this event. **Roy** also produces the weekly two hour Ultra Flight Radio Program.

Listen Live Tuesdays at 12 PM Eastern Time

or 9 AM Pacific Time

or 1700 HRS Zulu (UTC Time)

Roy is a nationally-known radio personality and host of UltraFlight Radio, a long-time pilot with particular interest and knowledge in powered parachutes, features interviews with representatives from the spectrum of powered sport aviation: Fixed Wing, Trike, Powered Parachute, Powered Paraglider, and Gyroplane topics as it addresses aviation safety, flying events, and government issues.

UltraFlight Radio can be listened to on Tuesday mornings at 11 A.M. local time. modavox.com/worldtalkradio

Aviation Day

December 5, 2009. Arcadia Municipal Airport, Arcadia, Florida. A fly-in pancake breakfast and lunch. Fixed wing, Trikes, Gyros, PPG's and radio controlled aircraft will be there. Also a Free Learn to Fly Seminar. (must reply to AviationDay@gmail.com to reserve a space in the seminar. 8 AM - 2 PM.

PlanetPPG 4th Christmas Fly-In

December 28, 2009 - January 1, 2010. Pine Island Airport, Bokeelia, Florida. PPGs, Trikes, Ultralights, and Fixed Wing welcome. Be a part of it as long as you can land on 2700 grass strip. Contact Paul Czarnecki at (239) 297-7570 or visit PlanetPPG.com.

2010 Ultralight/Sport Plane Safety Seminar

February 27, 2010. Illinois Building, Illinois State Fairgrounds, Springfield, Illinois. Safety seminar will cover a broad range of subjects including regulatory issues on Sport Pilot, engine maintenance, safety and equipment. There will also be displays representing aircraft and accessories. IUAC Safety Seminar.

Here are some of the topics and personalities **Roy** has presented:

Engine and Maintenance Gyrocopters & Helicopters Hang Gliding
Interview with **Alan Laymon, Alex Dell, Allan Tuttle, Amy Wiley, Andy Keech, Andy Silvester, Arlene Thomas, Bart Gaffney, Betty Pfeiffer, Bill Bardin, Bill Fortney, Bill Hocker, Bill Lishman, Bill Patch, Bill Wheet, Chazz Humphrey**

Just to name a few.

Question: I am considering purchasing my first airplane and don't know where to begin. What resources does AOPA have to help me with the buying process?

Answer: AOPA offers a great deal of information online in our dedicated Web section on aircraft ownership. You'll find tips on buying and selling aircraft, aircraft airworthiness, maintenance, ownership options, and more. AOPA's Vref service can give you a better understanding of an aircraft's market value,

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which will help in negotiations with the seller. Also, check out AOPA Member Products on aircraft financing, insurance, title services, and more.

THANKS **Diane** for the Tour. By the way, if all goes well we will be touring the Mid-America Tour in December. Arrangements are being made now so that all will have time to schedule their time. I do not expect that this tour will coincide with our meeting time. Hopes are that the tour will take place on a week end when flight activities are less demanding at Mid-America. Access will have to be via Scott AFB main entrance with representatives from our club acting as Escorts. Be sure to have your GPS Equipment with you so that you can note this location as a favorite STOP.

What is an airborne pilot deviation?

The actions of a pilot that result in the violation of a Federal Aviation Regulation while in flight. Such deviations could result in a loss of separation between your airplane and another or with the next mountain peak! They could also result in the separation of a pilot and his/her license.

Why do pilot deviations happen?

Pilots don't start off the day by saying, "Today I'm going to go out and commit a pilot deviation." We don't say, "I'm going to fly through some airspace that I'm not supposed to." No, pilot deviations occur because of poor technique, inattention, or failure to plan properly.

Types of VFR Deviations

Airspace violations - Flying into airspace such as class B, C, D, prohibited, restricted or TFR's without communication and/or clearance
Flying VFR into IMC conditions
Low level flight
Required aircraft equipment is not installed or operating

What can be done about it?

Improve flight planning - Know the route and requirements Have only current directories, charts and data bases onboard Obtain better/complete weather briefings Obtain the NOTAM's and TFR's for your route of flight

Plan ahead and be precise in your preparation for flight and in your actions while operating the aircraft. Don't become complacent or make assumptions. Always be alert and aware and continually processing the situation. Ask yourself, "Do I really have everything correct?"

NOTICE

New York Special Flight Rules Area

On November 19, 2009, the FAA will implement a comprehensive set of new rules that significantly enhances safety in the area around New York's Hudson River. These safety changes modify procedures that overlie the Hudson River.

NOTAM TO GAUA MEMBERS ONLY

In light of the past airline landing in the Hudson River the following plan has been implemented. The Hudson will be drained of all water and the river bed will be graded and packed so as to allow for emergency landings as needed. No use of these facilities will be allowed except with 30 day advanced notice. This new plan will only apply during cold weather conditions when the water would otherwise be too darned cold to affect comfortable salvage operations for passengers and aircraft. During Summer months when the water temperature would be a pleasant relief from the HOT New York temperatures, the Hudson will again be allowed to flow freely and emergency landings ONLY will be allowed.

END OF NOTAM TO GAUA MEMBERS ONLY

FAASafety.gov - General Information "Runway Safety Tip"

Land and Hold Short Operations (LAHSO) are conducted at airports with intersecting runways or a landing runway and an intersecting taxiway or other hold short point, such as an intersecting runway approach path. If you receive a LAHSO restriction with your landing clearance, accept it only if you've reviewed the landing distance and other information and feel comfortable with the operation.

If LAHSO operations are being conducted and you'll be unable to accept a LAHSO clearance, advise ATC as soon as possible so they can plan for that in the approach and runway you are assigned.

LAHSO information is contained in the Airport/Facility Directory.

Airport Surface Deviation Safety Tip

We often fail with regard to airport surface operations, because we don't consider "Taxiing" a critical phase of flight and thus give it the time and attention it demands. It's usually thought of as the "Calm before the Storm," or at the opposite end of the flight, the spool-down reflection period. But, in reality, it's one of the highest risk phases of flight. Remember, flight time commences when an aircraft moves under its own power for the purpose of flight, and ends when the aircraft comes to rest after landing. The time and preparation to safely conduct surface operations should be commensurate with its high degree of risk, requiring superior airmanship skills and constant vigilance.

Flying operations should never suffer, especially on airport surfaces where improper preflight planning, crew coordination, loss of situational awareness, or distractions can endanger so many persons and cause so much damage.

When landing at night

Vehicles holding on an active runway or parked on or adjacent to runways, are very difficult to see. Even large aircraft holding on a runway may not be seen by an approaching pilot until he or she is on very short final. Sometimes the only clue is the "missing" runway lights located under or behind the vehicle. Always perform a final runway scan to insure your landing runway is clear.

Three Runway Incursions Daily

Pilots know of the need to take safety precautions on the ground as you do in the air. Runway incursions are not rare events. And the consequences can be severe.

That's why you should take this edition of Runway Safety online course. This online course includes:

- Gripping new re-creations of real-life accidents and incidents
- An in-depth guide to airport signs, pavement markings, and lighting
- Valuable tips from air traffic controllers
- Best practices for communication at towered and non-towered fields
- A multitude of interactive exercises to help you hone your skills

Go to this site: asf@aopa.org

Click where it tells you to start the Runway Safety Course. There's no need to finish in one sitting: Your progress is automatically saved so you can complete the course at a later date.

This course qualifies for the AOPA Accident Forgiveness and Deductible Waiver Enhancement from several leading insurance companies, as well as the FAA Wings program.

UPS Airlines

Remember it takes a college degree to fly a plane, but only a high school diploma to fix one; a reassurance to those of us who fly routinely in our jobs.

After every flight, UPS pilots fill out a form, called a 'gripe sheet,' which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by UPS pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. By the way...UPS is the only major carrier that has never, ever had an accident!

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit
S: Something tightened in cockpit

P: Dead bugs on windshield.

Pres Bill Rohland
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Safety: Bert Hampton
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Email: stkbull@charter.net

The Fly - By

Date Nov, 2009

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search

P: Aircraft handles funny. (I love this one!)
S: Aircraft warned to straighten up, fly right and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

And the best one for last

P: Noise coming from under instrument panel. Sounds like a midget
pounding on something with a hammer.
S: Took hammer away from the midget.

Come early, stay late, visit long, listen well, fly in circles, land in straight lines,
eat lots, stay skinny
Remember: GAUA meets 1st Thursday That's 3 December
Eat at 6
Meeting at 7
Engine Class 7:30

*Blessed are those who can give without remembering
And take without forgetting*

Motion was made and second to keep the same officers for 2010. Bill needed to decline and Keith Smith was elected unanimously.

New Pres for 2010, Keith Smith, the rest remain the same. By the way Keith, Gary, Tim, and Bert, TOOT TOOT is the sound a train makes.

Treasures Report

Expenses	\$245.00
Income	\$45.00
Total	\$1335.38

Bert gave a enjoyable Presentation Vision and collision Avoidance for light sport and ultralight pilots.

Adjournment 8:05

Calendar of Events:

Other Stuff

Minutes

Call to order 7:15

Interdictions of group to visitors.

Old Business

New Business

TOOT TOOT ELECTION RESULTS

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The Fly - By

Date Nov, 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
ON NEED TO REPACK TILL JUNE OF 2012!!

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**



Light Car trailer. Tandem wheels. "Dove tail" bed for easy loading. Ideal for hauling aircraft. Approx. 1000 Lb. empty with 1400 Lb capacity. 15 ft by 6.5 ft wide wood bed. Side rails.

Numerous heavy duty recessed tie downs installed for securing aircraft and other items. Ramps included. \$1200. Blade box installed for gyro rotors or long tubes.

Greg Gremminger 314-540-0367

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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