



C H A P T E R 1 3 4 4

M C P H E R S O N , K S 6 7 4 6 0

CALENDAR OF EVENTS

Chapter Meeting

5-15-05 2 p.m.

McPherson Airport

Terminal Bldg.

INSIDE THIS ISSUE

Feature Plane 2

Area Events 2

Quiz Answers
Aviation Quiz 3

CHAPTER OFFICERS

President

Jerry Driskill

Vice-President

Ed Jones

Sec./Treasures

David Britting

Young Eagles

Coordinator

Mike Bailey

Newsletter

Editor/Publisher

Sam Friesen

Ass't. Editor

Max Tequila

It's Called "Egg On My Face"

Well, the past two months I have mentioned chapter members and their various airplanes. Last month I had to apologize for neglecting Paul Flynn and Tony Duncan in the previous month's listing, and still totally neglecting to say anything about our illustrious Sec./Treasurer, David Britting. Please accept my apologies, Dave. Dave has had several different planes over the years, and currently owns a Cessna 172, and I'm told he's wanting to sell it and perhaps find an RV. He must have been talking to Jerry. Dave's Cessna 172 is our "Feature Plane" this month.

I'm sorry the newsletter is so late this month. The first week of the month when I'm normally talking to people and beginning to write I was very busy in my business, and then I was unexpectedly out of the state the first part of this week. Hopefully y'all can find enough in here of interest that you'll be able to forgive me.

Mike Bailey was able to go to Salina to see the Global Flyer and get some pictures of it up close and personal. I'm sure if you ask him, he'd be more than happy to share the pictures and tell you what he was able to learn. Mike was also able to attend the seminar in Salina put on by the Aviation Safety Foundation.

It seems that Jerry must have become a dealer for RV's. He's always taking people for rides to various fly-ins

in his RV-8, and they come home all excited about RVs. Jerry took Mike Bailey to a fly-in at Newton, and Mike reports that the RV sure is a nice plane.

Those of us that were at the meeting have been wondering if the rest of the chapter members were on vacation or just chose not to show up for the meeting. Ron Miller, Russell Malm, Paul Flynn, John McDonald, Paul Teague, Jim Plummer, and Tony Duncan were conspicuous by their absence. Now, I believe John McDonald was/is still in CA and Paul Flynn was also traveling, and I'm sure the rest of you all had your reasons for not being there, but I hope y'all can make it this month. It's always difficult to get a new chapter up and going, so it takes the regular attendance and help of all members to achieve an active and vibrant organization.

FEATURE PLANE

Well, I haven't a lot of information about our feature plane this month. It is a 1970 Cessna 172L. This aircraft has approximately 11,000 hours on it and is fully IFR certified. For complete details on avionics and TBO, talk with Dave at the meeting. Dave has begun doing a bit of refurbishment on it beginning with new door/side panels. He also wants to re-upholster the seats and install new carpet. If all goes well, there will be pictures of the plane posted on our chapter website. www.eaa1344.com

Area Events

1st Saturday of every month – Ponca City Airport Pancake Breakfast (PNC)

2nd Saturday of every month -- Beaumont Hotel (SN07) All-You-Can-Eat Pancake Breakfast

4th Saturday of every month -- EAA Chapter 455 Fly-in Breakfast at Enid Woodring Regional (WDG) from 8:00 a.m. – 10:30 a.m.

May 28th -- Atchison Fly-In, Atchison, Kansas (K59)

June 3 – 5 -- Biplane Expo 2005 Bartlesville, Oklahoma (BVO)

June 11 – Dear EAA Chapters, Members and Individuals:

This is an invitation for Individuals/Members/EAA Chapters to come join us at the 2005 Missouri Pilots Association State Convention. The guest speakers will be Dick Rutan (piloted Voyager around the world) and Dr. Carlene Mendieta (retraced Amelia Earhart's flight in the United States). The cost including catered meal is \$20 per individual and \$35 per couple. It will be held at the Neosho Missouri Airport. See the attachment for entire itinerary. Feel free to pass this on to any other aviators or aviation enthusiasts you know. Thanks and if you have any questions contact me M-F at 1-800-978-3993. Look forward to seeing you. Michael Curtis – Chairman

June 25th -- 2nd Annual Kansas City Vintage Fly-In, Gardner, Kansas (K34)

June 25 – 26 – Rocky Mountain EAA Regional Fly-In, Denver's Front Range Airport (FTG)

Aviation Humour

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel and then asked the navigator, "Do you know what I use that for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost."

The navigator proceeded to pull out a .45 semi-auto and placed it on his chart table.

The pilot asked, "What's that for?"

"To be honest, Sir," the navigator replied, "I'll know we're lost before you will."

Answers and Explanations for Last Month's Approach Plate Interpretation Quiz

1. "C" is the correct answer. There are three non-radar transitions. One from the Westminster VOR, one from LISON intersection and a third from the Baltimore VOR, heading northwest to FND NDB. Even though the note says radar required, you could legally fly them if it says "DME or radar."
2. "C" is a good try and give yourself credit, even if this answer isn't exactly right. See answer (d) for explanation.
3. "A" is correct. Radar-required is almost always an ATC specification, although the TERPs guys sometimes come up with it as a last resort if an approach fix can't be identified in any other way.
4. "B" is the correct one here. Answers (b) and (c) receive credit. Your reasoning should depend on what you consider "complete the approach" to mean. We think it means to actually fly the missed approach, just in case the clag doesn't miraculously part to reveal the runway. So, if you didn't have DME, how could you identify the missed approach holding fix, FLAWD? (Never mind that your \$800 portable GPS could find it a lot easier and more accurately than DME ever could, we're talking legalities here.) Naturally, it's a moot point if radar is on the case.
5. "C" Can't fool you! This is probably the best answer. The altitude value given at TRUTH is 1444 feet MSL. The airport elevation is 146 MSL so subtracting the latter from the former, you get 1298 feet ATA (above the airport).
6. "A" Well, okay, take credit. We did give you a clue but this one is kind of esoteric. See answer "C".

IFR Procedures

IFR flying involves more than just keeping the needles centered. It also requires judgment tempered by a thorough knowledge of the FARs and accepted procedures. We dare you to take a whack at this month's questions from IFR magazine editor Paul Bertorelli.

1. Which of the following are true regarding ATC issuance and pilot acceptance of a visual approach?

- a. The pilot must have reported the airport or the preceding aircraft in the sequence in sight.
- b. A certified weather observer must be reporting basic VFR conditions or better at the airport.
- c. The airport must have a published IFR approach procedure.
- d. Once you accept the visual, you must provide visual separation between yourself and other IFR aircraft.

2. In order to complete a contact approach, the airport in question must have an instrument approach procedure, certified weather reporting and visibility at least equal to the published minimum on the approach.

- a. True
 - b. False
-

3. A contact approach must be:

- a. Requested by the pilot.
- b. Assigned by a controller.
- c. Suggested but not assigned by a controller

4. In order for a controller to vector an aircraft for a visual approach, the reported weather must be:

- a. Equal to or better than the published minimum.
- b. At least a 1000-foot ceiling, with visibility of at least three miles.
- c. A reported ceiling at least 500 feet above airport elevation.
- d. A reported ceiling at least 500 feet above the local MVA/MIA.

5. As soon as you're cleared for the visual at an airport with an operating control tower, your flight plan is automatically terminated.

- a. True
- b. False

6. You're departing an airport in Class C airspace, with a reported ceiling of 1200-feet broken, visibility four miles in light rain and fog. Is special VFR an option in this case?

- a. Yes
- b. No, special VFR is not authorized in Class C airspace.
- c. Yes, it's an option but you'd probably never get it.
- d. What kind of dummy do you take me for?

7. You're flying IFR into an unfamiliar airport in the Midwest. On the sectional, you note that the airport is surrounded by segmented magenta line. This means:

- a. The airport has Class C airspace.
- b. The airport has Class E surface airspace.
- c. Special VFR is authorized.
- d. The airport has Class D airspace.

8. As you get closer to the airport, the AWOS is calling the weather 1500 overcast and two miles in fog. The Center controller you're working informs you that the VOR which provides the only approach to the airport just went off the air. What are your options?

- a. Request a contact approach.
- b. Request a visual approach.
- c. Go somewhere else.
- d. Request an ASR approach.
- e. Request a descent to the MIA and hope for the best.

"Brainteasers", written by Paul Berge, are the property of AVWeb.com and Belvoir Publications and reprinted for this newsletter by permission.