



EAA CHAPTER 808

November Newsletter 2017

A Word from the President

November 2017

Winter is just around the corner and flying time will be limited or run into nighttime. Flying at night is quite stressful it is best to review the requirements for night flight and prepare yourself for the possibility. If it has been awhile get the help of an instructor, prepare your aircraft and yourself.

We are looking forward to our next meeting November 11th with Breakfast at Pete's Landing starting at 8:00 a.m. and the Chapter Meeting at the Pueblo Memorial Airport Conference Room starting at 9:00 a.m. The website is up and running at <http://www.eaa808.org/> Please, forward any photos, articles or classifieds to Dave Myhre.

There was an article in the Colorado Pilots Association Newsletter "Flight Lines" I would like to share with you about the future of aviation written by Rose Marie Kern that really sets the tone for what ideas we can share to keep general aviation alive. Please read it and share your comments at our next chapter meeting.

On 10/7/2017 at Colorado Springs, it was brought up how there is a shortage of pilots in the commercial industry and it grows each day. It is an opportunity for the younger generation to become involved in aviation and to secure a career. We must become a part of that somehow.

The President, **Terrence Terrill**

Future of General Aviation

Rose Marie Kern

One of the biggest concerns across the country right now is the slow decline of General Aviation. The average age of pilots across the nation is now about 49 years old. Has the magic gone out of flying? No one, who has experienced the exhilaration of Oshkosh Air Venture would not think so, but the numbers nationwide paint a sad future. So why is this happening?

A lot of reasons come to mind – the biggest one of which is simply that there are so many different ways that people can spend their money for personal thrills now. People feel they need expensive computers, TV's, cars, iPhones – and the associated costs to use them. Communities offer their kids Little League, soccer, and many other activities, which keep them busy. Unless a person has enough disposable income to buy and maintain an aircraft, they have limited access to the sport. Most young adults are investing in college or creating good homes for their own kids, whose needs also cost money. The closest thing to flying that the General Public now engages in enthusiastically is drones. So how can we change the perception that flying is an expensive hobby for wealthy people? How do we bring the kids and their parents to airports? Aviation is an addiction that grabs best when discovered at a young age. The EAA knows this and uses the Young Eagles program to draw in kids everywhere. This idea needs to be expanded, but how?

Let us tackle the problem from different angles simultaneously. The first challenge is to make people comfortable with airports again. High security will still keep away most people unless they are using air carriers, and smaller community airports have been becoming more and more exclusive to the current pilot population. Smaller airports are supported by the communities they serve. That is a lot of land, that is often kept completely isolated from any other activity and in many cases the user fees cause the property to be a financial drag. Why can they not diversify? Yes, any activities must not hinder the safety of aircraft in and around the airport, but communities should be able to use these facilities to the advantage of their citizenry. Bringing people to the airport for any reason is one way of getting them comfortable with being there. Marrying community events with airport facilities also teaches participants the rules – where they can go or not go. It allows people to get close to aircraft. Some airports have already engaged in these activities. There are aviation museums in Santa Theresa and Grants. Belen flies Santa Claus in for a Holiday event on the airfield. But there could be so much more. What if every small airport had a corner of the area where kids and adults could bring their drones and learn about the rules of flying them? What if a local non-profit could use a hangar for a fundraiser? How about giving a local school or scout troop some meeting space or activity space? Or maybe work with the science teachers to bring the kids out and help build airplane parts? In addition, have information available to people about the real costs of flying – starting with aircraft. Many small aircraft these days cost less than some cars, but the perception of the public is that every aircraft costs more than a house. Many of you reading this may have other ideas on ways to attract more people to the wonders of aviation...I ask

you, no, challenge you, to send me your thoughts.

Let's examine how we can keep General Aviation alive and growing. Rose Marie Kern has worked in ATC and aviation for over 34 years. To comment on this article go to her blog at www.rosemariekern.com.

Here are a couple Important Items.

The 2017 Christmas Party

The Christmas Party will be Friday, December 8th, 6:45pm at the Penrose Senior Center. We are trying to coordinate a happy hour at the VFW across the street starting at 5:45pm. The \$8 each and includes, coffee, tea, salad, chicken fried steak, gravy, vegetables, dessert, and chicken breast for anyone against chicken fried steak. We can pay at the party. Please RSVP To Ron Davidson via email ColoradoDavidson@gmail.com or phone (719) 647-2386 so we can plan for enough food. Expect more details in the next couple of weeks.

Time to pay your Dues

It is time to pay our EAA Chapter dues the deadline is at the Christmas Party December 8. Dave Springer is the treasurer, however he is dealing with some family health issues, payment to any of the officers will be recorded and passed onto Dave.

Dues were voted to be raised this year to \$20 for singles and \$25 for family memberships.

Classifieds:

Anyone have anything to sell or any wanted items? Go to Eaa808.org, or email me at testpilottjed@gmail.com.

Secretary's Report:

We have had no meeting since the last newsletter, so hence no minutes. However if you notice the above notices, we have a meeting on Nov 11th, Breakfast @ Pete's landing at 8:00 and the a meeting in the Pueblo Airport Conference room.

Also, note that the Christmas party is coming up, in just a month on Dec 8th. How time moves on and this year is flying by.

Thanks,

John E. Davolt, Secretary.

From the Editor:

I thought I would write just about the subject that the president, made mention of in his comments earlier, about night flying.

I personally enjoy night flying, it is generally smoother, the lights are beautiful and the traffic is lighter, and from a mechanics stand point the engine actually performs better due to the cooler air temperatures. Some worry about flying single engine at night. The few times that I have known about engine failure at night, or helped investigate an engine failure; the problem was due to fuel mismanagement. One a Piper Arrow, went down on a perfectly gorgeous night, ran out of fuel, when we helped with the investigation there was only a thimble of fuel in the gascolator. Fortunately, no one was fatally injured, but a perfectly good airplane, got totaled. I cannot understand how or why someone would take off or continue a flight with insufficient fuel at night.

However, the thing that is probably the biggest factor at night is the difficulty at seeing the weather. You can fly into a cloud or clouds and not even notice, unless it is the strobes, or other lights, start reflecting off the clouds. However, you can actually be on top of a layer and in the clear so the strobes are not reflecting,

off anything, but when you look down you can no longer see the lights. Now you are on top of a layer, which may end up being solid all the way to your destination. Unless you are Instrument rated, you now face descending thru a cloud layer. There have been possibly been more accidents caused by trying to descend below the clouds as there has been engine failures at night. That is why many of those who rent aircraft require you to have an Instrument Rating to fly at night.

One of the most interesting and possibly the scariest of my earlier flying days, I was flying from Mexico, MO, to Independence, KS, this was in the early 1970's. I was just past the Missouri line flying into Kansas, Westbound. I had the beacon for Chanute, Parsons, Coffeyville and Independence, Kansas in sight; I looked down at my chart, check my position (No GPS in those days) and when I looked up there was not a light to be seen. I looked down and could see the ground, but no lights, by seeing the ground I knew there were no clouds under me, it was pitch black. I did a cross check on the Chanute and Oswego VOR's I was right where I was supposed to be. I gave a radio call to Chanute FSS (they had a station there at the time) and tried to find what was going on. They made sure I knew where was at, as I gave them the radials off the VOR. They came back and said there was a power outage and the whole area was out of power. I kept flying toward Independence and about 10 minutes later the whole horizon lit up as the lights came back on, it was just as if someone had flipped the switch. It was awesome, and even better, I was right on course, as the beacons were right where they were supposed to be. So carry a flashlight, the batteries in new LED lights last a lot longer than the old flashlights. So keep the lights on and happy flying. Enjoy the beautiful lights.

John E. Davolt,

Editor