



## TREASURER'S REPORT:

Our treasurer J.C. Zalog submitted the Chapter balance sheet as of February 23, 2017, which is summarized as follows:

Balance in the 50 / 50 fund	\$ 1,465.00
Richard Cooper Fund	880.00
Funds available for use	<u>559.95</u>
Total bank balance	<u>\$ 2,904.95</u>

## NEW MEMBERS and Guests:

We had one guest tonight.

Al Hailey, introduced Mr. Jim Aikman who is our speaker this evening.

As always, a warm welcome was extended to our guest! Please come back and visit, or better yet join us.

## COMMITTEE REPORTS:

### WINGS:

No chairman no report

### CAP:

No chairman no report

### USPA:

Jan Hoynacki announced that April 25<sup>th</sup> is State Aviation Day and that they have strict new security procedures in place. So, if you are a pistol "packin" momma, you better not take your guns to town!

Jan also announced that the USPA is holding its Spring Fly-In on March 23<sup>rd</sup> through the 26<sup>th</sup>. This, not to be missed event, will be held in historic San Antonio, Texas.

And last but not least, the USPA is again holding its annual convention in Branson this coming May.

## SCHOLARSHIP:

Bob Ryder, Chairman – No report

## FLY-INS:

Andy Anderson produces an excellent list of aviation events which he disseminates by email on a more or less monthly basis. It is recommended to all that you contact him via his email address listed below and asked to be put on the mailing list. He really does an excellent job.

andya@diamondcity.net

## AIRPORTS:

David Davidson, Chairman – No report

## OLD BUSINESS:

The old business was the Civil Air Patrol discussed in the President's report.

## NEW BUSINESS:

The MPA state organization is trying to put together a "Vanity Plate" that we can obtain for our vehicles.

They need a minimum of 200 plates to make this happen. The cost is estimated to be \$ 15.00 per plate which would contain the MPA logo etc.

## PROGRAM:

Al Hailey, introduced our speaker this evening Mr. Jim Aikman.

Mr. Aikman is a retired Air Traffic Controller out of the Kansas City Center. Now days, Jim keeps a Cub at his Kimberling International Airways hangar along with two fishing boats and the assorted

accoutrements that typically accompany, and accumulate, around an unsupervised male. Mr. Hailey is Jim's next door neighbor at KIA (Kimberling International Airway), which is how they met. Rumors that the Cub has four paws, sharp teeth and a tail go unsubstantiated.

Jim was raised in Harrison Arkansas and went to school in Springfield at Southwest Missouri State. It was there that he began flight training. It was just dumb luck that he became an air traffic controller. In those days, SMS had a Coop office that had a slot to fill. He was approached and encourage to apply and take the test for the Air Traffic Control Class. The end result of this process was a 25-year career as a Controller.

He began this journey working at Kansas City Downtown. His job was to be their Gopher. After two years, he moved on to the Olathe facility where he remained for the remainder of his career.

Jim's talk was very interesting and informative. In a very candid and open way he gave us the "Inside Baseball" view of how ATC works in real life. He spoke of his own philosophy, that he would do everything he possibly could to help a pilot out. For example, to a pilot who busted or was about to bust an altitude (with no conflicting traffic) he would say "N123 verify altitude". The correct response is the assigned altitude and then to get the heck back to it. This worked as long as there wasn't a "Suit" around.

As far as a minor violation of the rules go, he did not say that government employees were lazy. It was more like, with the passage of time government employees accumulate a considerable amount of bureaucratic friction. Sort of like barnacles on the hull of a boat. After a while, it takes one heck of a violation to get that barge moving. I don't know about you, but I make it a rule never to scrape another man's barnacles!

Jim also shared a compendium of various insights and observations as follows:

He highly recommended Flight Following. In 25 years, his one close call was ground clutter that suddenly became a helicopter.

NDB and VOR approaches are almost gone. Even if you are IFR you must watch out for VFR traffic.

So much of what the FAA does is to cover their bureaucratic backside in a law suit.

Only 15 to 20% of controllers are pilots  
ATC is a great career for a young person to consider.

Distractions cause a lot of the problems that happen.  
ATC likes Pireps especially bases and tops  
When stressed young controllers speed up.  
When stressed experienced controller slow down.  
Controllers start slowing down at age 45.

Jim, we would like to thank you this evening not only for a very interesting presentation, but your years of helping us out, when we pilots needed it most.

Jim, many thanks for all you've done!

#### **50/50 DRAWING:**

Ray Davidson's ticket was pulled from the hat but once again the Joker was not drawn. Accordingly, the pot grows another week.

#### **NEXT MEETING:**

People gather for conversation and dinner at 6 pm followed by the meeting which will start when most folks are finished with their meal which is usually between 6:30 and 7 pm.

**The next meeting will be held on 3-23-17 which is the 4<sup>th</sup> Thursday of March at McFarlain's Restaurant in Branson Missouri.**

Respectfully submitted,

Joe Berman, Secretary