302 NEWS LETTER

VOLUME 7 NUMBER 11 and 12 NOVEMBER & DECEMBER 1985 ED:MARCIA SULLIVAN

November Meeting 11/10 at 10AM Montgomery County Flight Service Station

FLASH! BULLETIN!

BULLETIN

NEWSLETTER EDITOR RETIRES AFTER THREE FUN-FILLED YEARS!!!!!

Marcia Sullivan, EAA Chapter 302 Newsletter Editor tearfully retires after writing, producing and mailing 3,000 newsletters and 12,000 double-sided pages. (Minus 75 pages from last month.) In her last production, she wishes to thank the following people for various reasons:

Wally Tuttle--without whose continued encouragement, help, and contributions she would have retired much sooner.

Those Chapter members who sent contributions to the Newsletter, namely Jim Goebel and the Ground Loop Kid (whoever he may be.)

Those Chapter members who complimented her on her blood, sweat and tears.

Those Chapter members who actually read the Newsletter.

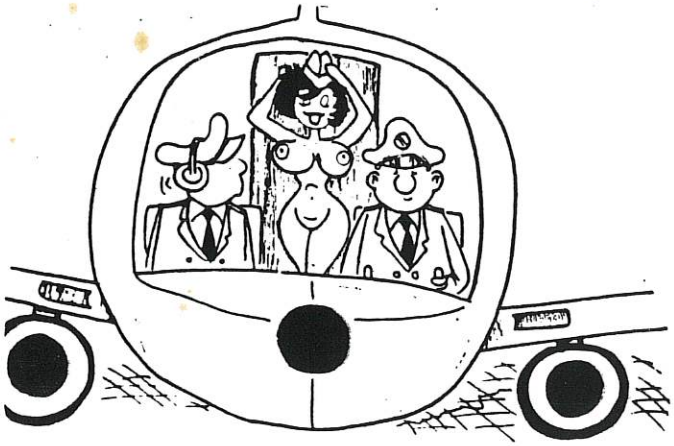
Bob Sullivan, who, like clockwork, begged, pleaded, at the end of each month, "Please, don't wait until the last minute to give me that $#&% stuff." (Which is exact ly what I'm doing now.) but who, never-the-less, faithfully copied hundreds of pages.

And a special thanks to the friends I have gained from other Chapters because they received and read my Newsletter, in particular, John Walton (#345), Chuck Gruby (#12), Rocky Howard (#2). and Lee Guerra (#12).

To my fellow Newsletters Editors, thanks for sending your blood, sweat, and tears. In particular, Hugh Jones and Chapter 44, in Rochester, New York, whose superb Newsletter I sought to emulate, but never quite made the grade!

HELP WANTED: One warm body to produce Newsletter for EAA Chapter 302. Experience not needed (Probably detrimental). Pilots license not required, but love for airplanes helpful. Must be able to work independently amd meet deadlines. Job open Jan. 1 First issue due to be mailed Jan. 4th Contact Hank Aldrich by Dec. 31st. Contact Marcia for advise and sympathy.

The cartoon that appeared in May, 1984, that ruined my reputation. Contributed by Jim Goebel.



"Our hi-jacker has been controlled."

My rebuttal in the June, 1984 issue. It made the day of several area Chapter Newsletter Editors, who reprinted it and/or wrote me about it.

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ANATOMY OF A NEWSLETTER, OR, 30 DAYS IN THE LIFE OF THE EDITOR, WRITER, PUBLISHER.

1. Attend Chapter Meeting - hope for acknowledgement, comment, maybe even compliment, on last newsletter.
2. 29 days before meeting, wait for contributions to newsletter.
   28 days before meeting, wait for contributions to newsletter.
   27 days before meeting, wait for contributions to newsletter.
   Etc, Etc.,Etc.
3. 14 days before meeting, receive El Presidente's contribution.
4. Receive fat envelope with aphorisms, aviation news and cartoons. Should last a couple of months.
5. 12 days before meeting. Can't wait any longer. Gather piles of current aviation magazines and newsletters. Search each one for appropriate items.
6. 10 days before meeting. Spend 6 to 8 hours composing, writing, entering and printing newsletter on computer.
7. 9 days before meeting. Spouse takes original and copies 320 double-sided sheets at no cost to Chapter.
8. 8 days before meeting. Staple 80 newsletters together. Fold and staple again, put on address label, stamp return address with stamp I paid $16.00 for to save hand-writing it 80 times.
9. 7 days before meeting, drive 12 miles to PO, buy roll of stamps, lick 80 stamps, drop in PO.
10. Return to Number 1.

Now, I'm sure you've been acquainted with an assortment of airport dogs, and perhaps you think it odd that a cat would live at an airport, but life has been good here. The students often become my friends as they progress from ignorant kiwis to licensed aviators. Keith even told me a famous story by Richard Bach (Of Johnathan Livingston Seagull fame, 'ya know) of a Gray Persian cat in France that lived at a pilot training base, and became the lucky mascot for the young and inexperienced pilots of the 167th Fighter Squadron. Frankly, I fancy that I may be related to just such a cat.

Anyway, I wager that you've never met a feline who has acquired as much aeronautical knowledge as I have, and next month I just might tell 'ya some tails on how I got to be that way.

A Substitute for Flying?

by BURTON SIEGEL, Ph.D.

2) A person's attitude about flying is apt to be related to sex.

2) TRUE. To relax and enjoy flying, one has to be able to trust someone else and, also, to give up control. Some people are afraid when they reach the heights, they may fall. This fear of losing control is often reflected in sexual fears and problems. Those with satisfactory sex lives are less apt to fear flying.

From the October, 1983 issue.

IT'S ABOUT TIME that someone took my colleagues — psychologists and psychiatrists — to task. Several of them (usually non-pilots) over the past years have asserted that flying is simply a substitute for sex. It then followed that all pilots had repressed sexual desires, were inadequate in intimate relationships, and were getting their drives subverted and satisfied by flying.

Well, my research, including my experience and the experience of other pilots — and especially the experience of pilot's spouses and lovers — suggests this is a bunch of baloney (called by insiders in my field, "bubblegum psychology"). Well, now that I've dispensed with *that* notion, and all us active pilots can enjoy our life, flying and loving, I would like to offer a theory of my own: sex is a substitute for flying!

Before you pass this off as more "bubblegum psychology," consider the following rationale. It's at least humorous and possibly provocative of further "serious" research.

For years, people have wanted to fly. Perhaps from the beginning of time. Evidence exists which demonstrates that men envied and wished to copy the flight of birds. Man has always dreamed of flying — Sigmund Freud and Leonardo DaVinci, to name a few.

Now, that certainly demonstrates that the urge to fly has existed from the very beginning, a *primal urge* if you will. But, it was frustrated; there was no suitable outlet.

Now use your imagination. What other outlet or substitute was available that would allow a powerful discharge of frustrated tensions to fly? You guessed it, sex! Now it so happened that this allowed people to procreate, experience pleasure, yet encouraged motivation and allocated time to perfect flying machines.

Then, finally, flying machines began to exist and became perfected through great effort and danger. (Have you noticed that sex has not been perfected over the years, though many of my pilot friends suggest that they have made some engineering improvements?)

Looking at this situation from a contemporary point of view, let's analyze two positions. First, there's the person who's afraid of flying. They must use only one outlet, and since it's a substitute for the real thing (i.e., flying), it can only provide partial satisfaction. You know what it's like, really wanting steak, but only getting hamburger. It satisfies the appetite, but it's not quite as stimulating or exciting.

Secondly, there is the pilot (private, commercial, ATR, etc.) who satisfies his basic urge (i.e., flying). He is complete, his energy system flows, and there are no blockages or frustrated tensions. But he *can't* always fly. There is simply not enough time or desire (when desire is fulfilled, there is some energy and curiosity left for different kinds of stimulation).

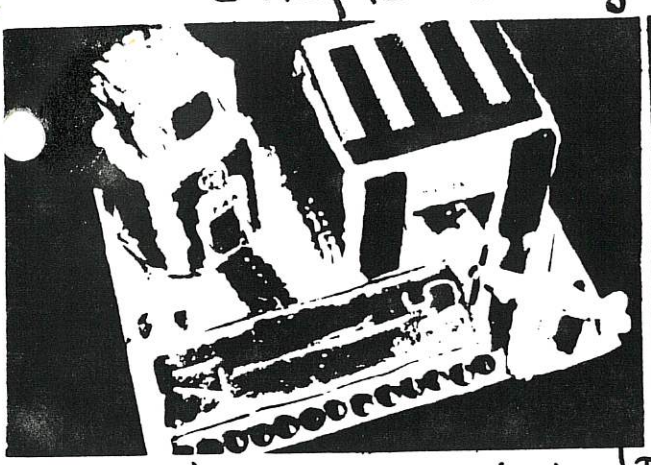
In part, he substitutes sex for flying. But he knows the real thing, for he has experienced flight. He can apply the sensual flying experience toward other experiences. He can enhance whatever he does for he feels both satisfied and curious. Therefore, his or her sex life can be terrific.

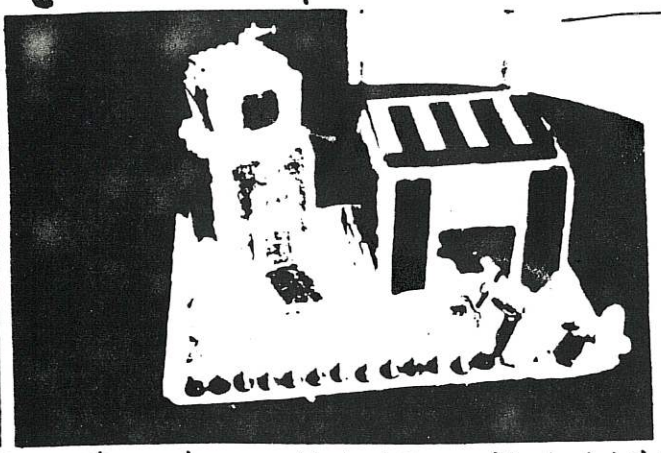
I leave to your imagination the implication of aerobatics, instrument ratings, soaring, flying seaplanes and 747s insofar as enhancement of intimate relations are concerned, as in all good theories there are many hypotheses to explore and test out.

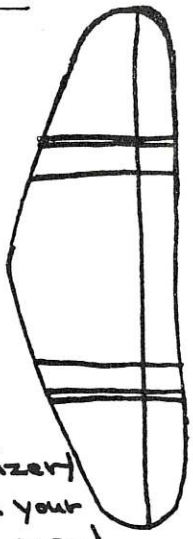
From now on when some dull, non-flying shrink approaches you with the idea that flying is a substitute for sex, offer this spoof seriously. Then quickly refer him or her to a flight school before it's too late!

Merry Christmas, (7)
1984!

Chapter 302's Gingerbread Airport

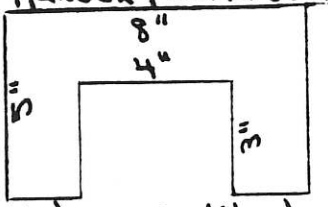






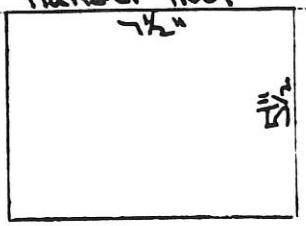
Scale 1 square = 1 inch / Plane to scale, use ½ tail for vertical stabilizer/ Design your own prop!

Hanger Front + Back

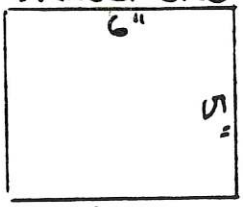


Make 2. 1 with door

Hanger Roof

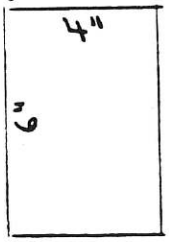


Hanger side



Make 2

Tower sides



Make 4

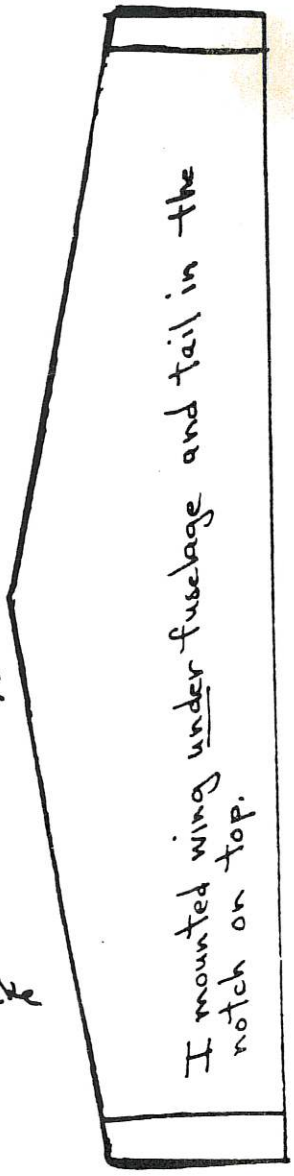
Tower Top #1

Tower Cab Sides

Make 4

Tower Cab Roof

If you have nothing to do over the holidays, you can amuse yourself by making this gingerbread airport I made last year. Use any gingerbread recipe, but if you like the easy, foolproof way like me, take a commercial gingerbread mix and cut the water to ⅓ cup. Enlarge this design on cardboard. This one took four boxes of mix. The runway is just an 11" x 4" rectangle. I anchored my buildings to a cotton-covered cookie sheet. Use any recipe for ornamental icing with egg white and confectioners sugar for construction. When buildings are up, let them sit at least 2 or 3 days in a cool room to make sure there is no "design flaw" that will make them collapse! Imagination is your only limitation in decorating. (Pieces take about 10 or 12 min. to bake. Trim uneven edges while still warm.)



Your Editor, Marcia Sullivan

Flying With the Pros (Continued)

A few decades ago, most primary flight training involved only power-off approaches, since this was thought to be excellent training for making a forced landing when the engine failed, and this occurred quite frequently with the unreliable engines of that era. Every pilot should know the power-off glide ratio of the aircraft he is flying in order to cope with the eventuality of making a dead stick forced landing.

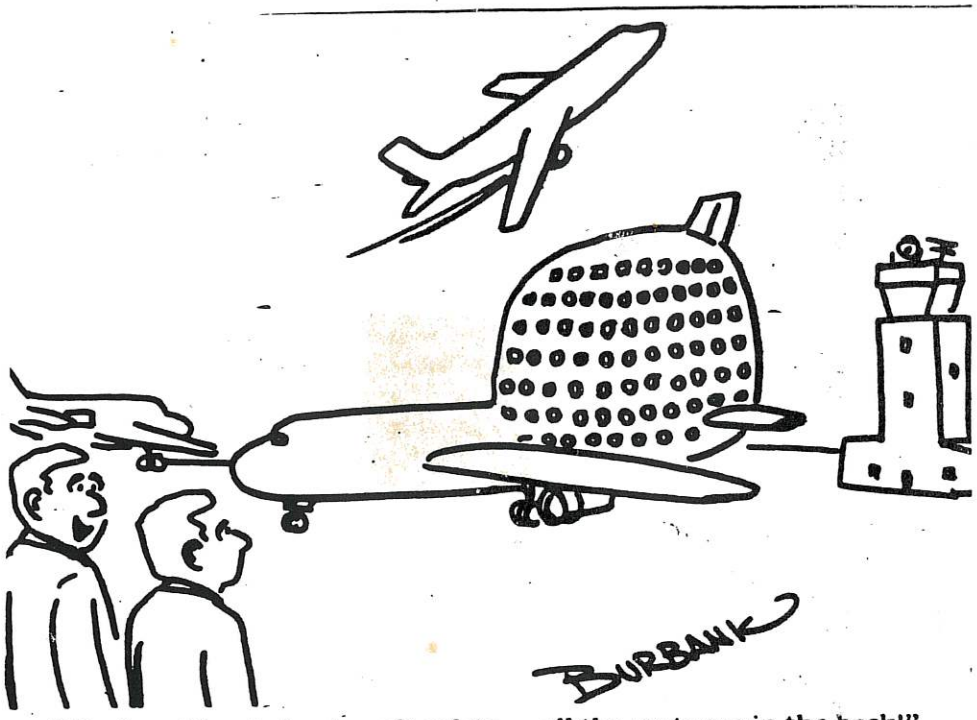
With most aircraft, normally a gradual reduction of power to a cracked throttle position, providing a small amount of thrust, will greatly improve stabilized wing airflow and result in more positive and predictable control during approach maneuver before touchdown.

I believe if you are sufficiently motivated for self improvement and possess normal reaction senses, you should certainly be able to improve your overall flying skills and perfecting your landings could be an excellent starting point. There are no great mysteries relating to the art of making smooth, precision landings; however, a detailed review of all the related fundamental factors could be beneficial when coordinated with your actual airwork.

In retrospect, our first pioneering aircraft designers learned much from simply studying and copying the actions of birds in flight. Even today, you might find it interesting to observe the similarity of the maneuvers which you duplicate in your aircraft. The true beauty of flight is exemplified by the majestic Canadian goose circling to land, then setting its wings on approach, dropping its landing gear and adjusting feathered flaps as it maneuvers for a gentle touchdown and landing.

The beauty of this skillful flight maneuvering might be compared to a Cessna 152 or an 18-wheel Boeing 747 flying the same graceful approach pattern when flow with like precision and smoothness.

With practice and patience, your approaches and landings should become consistently smoother and more graceful. Although you will be operating "by the numbers," don't let this routine lessen your enthusiasm and enjoyment of flight. Ours is a special involvement the nonflyer will never experience. Happy landings!



"It's the ultimate in aircraft safety — all the seats are in the back!"

ATIONAL ENQUIRER