



President	Allan Roberts
Vice	John Savage
Treasurer	Pete Mosca
Secretary	Jim Shawley

**Missouri Pilots Association
Bolivar Liberator Chapter**
Web page link at www.mopilots.org

The regular monthly meeting of the Bolivar Liberator Chapter of the Missouri Pilots Association was held on January 8th, 2008 at the Runway Café, located at FostAir FBO at M17.

Present were Alan and Lucas Roberts, Rex Warren, Duane and Kay Smith, Steve Marshall, Frankie and Gwen Stretesky, Peter Hauer, Roni Burns, Pete Mosca, Paul and Sharron Evans, Bob Pollard, Dean Jefferis, Jonathon Rimington, John and Nancy Savage, Jack Reynolds and Glenda Darnell, Wally Edwards, Charles and Frances Stauffer, Don Baker, and Jim and Mary Shawley; we also had two guests: Marc Popejoy and Dean Davis.

Dinner was a healthy helping of lasagna with Caesar salad, followed by brownies, cooked by Amber Carlisle and served by Emily Foster, Heather Young, and Joe Foster.

Following the Pledge of Allegiance by Lucas, John led us in thanksgiving for the food, fellowship, and the privilege of flying.

The meeting started with the minutes being approved as read/presented, and the treasurer's report showed us with a balance of \$925.71 in the bank, and including the 50/50 we would have \$1463.21.

Special Events Coordinator Peter Hauer mentioned the February 20th reception in the Governor's Mansion for State Aviation Day; we are all being encouraged to attend; however, we must submit our names to Carolyn Morris (cpmorris61@yahoo.com) no later than February 10. We currently have a large number of folks from Bolivar planning to attend! Between Peter and Jack Reynolds, we are now planning a flyout to Gaston's on either March 15 or rain date of March 27, with an emphasis on flight planning skills. We also need to keep in mind the possibility of some flyovers for the Memorial Day weekend. Another idea bandied about is those going to Sun & Fun or Oshkosh from Bolivar going as a group. Great idea!

Allen Roberts mentioned that the Bolivar High School's Air Force Junior Reserve Officer Training Corps students might be candidates for our chapter's aviation scholarship monies.

There was no old business and no new business. The meeting was adjourned by unanimous consent.



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Following the meeting, our own Jack Reynolds presented a teaching session regarding weather, including an anecdote of a tragedy including a student pilot back in 1967 over the Adirondack Mountains due to weather. He emphasized the “Weather Wise” safety advisor provided by the AOPA, which includes a wealth of vital information.

We were challenged to consider just how what three miles’ visibility really looked like; is it *really* enough visibility? What is “severe turbulence”, and how do we deal with turbulence—how do we protect the plane? Must we *always* cancel a flight because of a front between the departing airport and the destination? *Should* we fly through the front and its weather, or can we land, wait out the front’s passage, then continue on our way? What is “known ice”, and what do we do about it?

Many others chimed in with their own personal stories about how weather has sometimes affected them. The bottom line is that a pilot is not a truly proficient pilot until he is also a proficient meteorologist. It is a truism, but old pilots adjust their flight planning because of weather—bold pilots don’t; and there are a lot more old pilots than there are bold pilots. Although not always explicitly listed, unwise decision making regarding weather is a major factor in too many NTSB reports.

Respectfully Submitted,

Jim Shawley
Bolivar Chapter secretary