

CAP:

No chairman no report

USPA:

Jan Hoynacki announced the details of the planned September 14th Fly-Out to the Bahamas. This is a joint venture with the Florida Aero Club (FAC).

Will it be expensive?

The rate for two nights in the Bahamas is \$ 90.00 per person per night. And that includes all your food and drinks in a luxury beach front accommodation.

Forgive me for being the cynic, but at \$ 90.00 per day, visions of a steel shipping container washed ashore from a sunken freighter popped into my brain. In Micronesia, they cut the sides out of such containers for a readymade, beachfront home for 15 cozy family members. And as for food, the family dog serves a dual purpose.

But I could not have been more wrong!

Your accommodations would be at the lovely Wyndham Resort at Fortuna Beach, Freeport, Grand Bahama Island.

How could this possibly be?

Further investigation revealed that the driving force behind this deal was the Florida Aero Club's President (For Life) Mr. Tony Restaino. Mr. Restaino, retired from New Jersey for ...eh....health reasons. Notwithstanding retirement, Mr. Restaino is still well connected with many family members active in the family business.

Given the generous terms of the arrangements, I can only conclude that Mr. Restaino made the Wyndham management

“An offer they couldn't refuse”.

You know what I mean! Capisce?

And, of course, as members of MPA, which is affiliated with USPA, you are entitled and invited to participate in all USPA activities and to receive the USPA Email Newsletter.

The USPA motto is “Having Fun with Your Airplane”.

And they do!

SCHOLARSHIP:

Bob Ryder, Chairman, was not present this evening.

However, an informal but significant discussion ensued.

Jan Hoynacki spoke about the urgent need to get young people involved in the organization. Failure to infuse youth into our group will eventually result in the demise of the chapter.

This is the same challenge that is being faced by all general aviation organizations. It is harder and more expensive than ever to learn to fly. And the young people that do, are not joiners. They don't do meetings. They eat, sleep, play, learn and love via a connected world. Their entire life revolves around a mobile device of one kind or another. Activities motivate them, not meetings as we know them.

Joe McNeil suggested a flying club as a way to lower cost and afford a more activities centered approach. Joe Berman, expanded on the concept and talked about what it would take for our chapter to do something like that.

A more practical approach was suggested by our guest Brian Morgan. He suggested that we have a barbeque as part of our meeting and invite other chapters.

Jan Hoynacki, said she would talk to the folks at KPLK to see if we could hold our meetings there and barbeque.

Tonight's discussion was a small but important step. Perhaps, activity centered events (meetings) with targeted invitations (young aviators or potential aviators) to the public would be a successful approach to solving the problem. Perhaps?

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

The Ava airport runway reconstruction will begin on July 5th.

Dave reports that the contractor has 60 days to complete his work. However, for a variety of reasons the runway may be back open in about 30 days. Most of those reasons have dollar signs attached.

We will keep our fingers crossed for good luck.

An airport without a runway is like a fireman without a fire truck.

OLD BUSINESS:

- S Strengths
- W Weaknesses
- O Opportunities'
- T Talents

For many months now it has been reported that Dan Maresh, Carl Sparks and Bob Ryder have been conducting their SWOT study.

But what is a SWOT study really? And why is it taking so long?

After delving into the matter, I was surprised at what I found.

You see a SWOT analysis is not so much a study of our organizational strengths as it is an investigation of what motivates the Co-Presidents and the members of their elite management team.

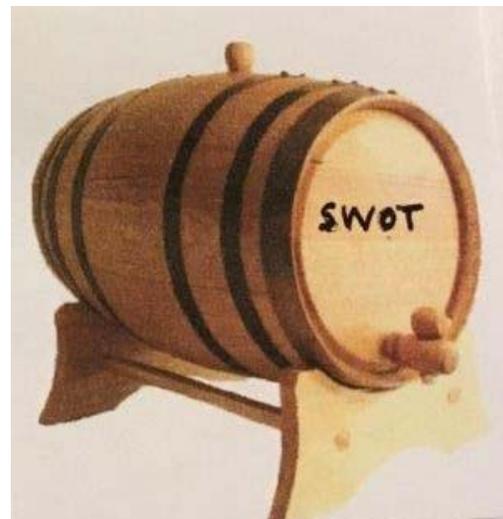
May I introduce the subject of their first investigation:

Old Grand Dad Kentucky Straight SWOT:



This initial endeavor went smoothly and rapidly. Having sopped up all that was available they moved on to.....

Southern Dis-Comfort SWOT:



While they did get to the bottom of this second inquiry, it began to be slow going. Yet our faithful leaders persevered and pressed on.

In their third and current inquiry, I think they have really stumbled upon the mead of the matter.

Please meet: **Airport SWOT:**



This is the real deal!

At 90 Proof, they can put it in the tank and fly home or fog themselves in. This says it all to me!

In summary, I expect this SWOT business to go on for some time. Exactly how long will depend upon available fuel vs. their ravenous fuel requirements. However, this flight could unexpectedly terminate if either their wives or that certain 12 step program catches them on the ramp and red tags the lot of them!

In other old business:

Dan Maresh quickly offered that he had contacted the Civil Air Patrol again just to stay in touch. He informed them that once his SWOT investigation was complete he would arrange a meeting to see if our organizations had any common goals that we could work together to achieve. (1)

Petit Jean State Park Fly out is still scheduled for the fall.

NEW BUSINESS:

Tonight, elections were held for the coming fiscal year beginning July 1st.

The nominations are:

Co-Presidents	Carl Sparks Dan Maresh
Vice President	Jan Hoynacki
Secretary	Joe Berman
Treasurer	J.C. Zalog

The entire slate as presented, was elected by unanimous voice acclamation. Unbridled joy and relief, at not being chosen, was expressed by all, except the elected.

The elected, resigned to their fate, looked for the nearest SWOT study.

Other New Business:

There will be no Chapter meetings in July or August. The next regular meeting will be a picnic at the newly reopened Ava airport. This meeting will probably be held in early September on a Saturday. At this time, none of the details have been worked out. As more information is available it will be disseminated to the membership via email or in a few cases snail mail.



PROGRAM:

Our speaker this evening is Mr. Brian Morgan, Founder and Chief Instructor for the FITS Zone.



Back in the 1960's Bob Dylan had a hit Song that you may remember:

“The Times They Are A-Changin”

And while there are many of us who thought that aviation “Times” would never change; we were so wrong!

Steam Gauges are rapidly going the way of the Dodo Bird.



And they are rapidly being replaced by the gee, whiz bang electronics that everyone under 30 is carrying around in their back pocket.



To see the equipment that I trained on, you would have to go to a museum!

The problem is, that this electronic revolution is happening far faster than the training environment can evolve.

And this is where Brian saw a need and filled it by forming his training company known as the FITS Zone.

F Flying
I In
T The
S Safety Zone

Brian’s company trains pilots to effectively and safely use the electronics, now commonly found, in Technologically Advanced Cockpits (TAC).

And if you think this TAC business is only in new aircraft think again. The retro fit market is brisk.

It is kind of funny when you think about it. Due to the regulatory friction caused by FAA rules and regulations we are still flying aircraft that use 1930’s technology (Think Magnetos for Example). While, at the same time, our geriatric, low tech airframe, is sporting the latest in Gee Whiz, Buck Rogers Technology.



But I digress!

Or as Paul Harvey use to say:

“Now it’s Time for the Rest of the Story”

Having founded the FITS Zone Brian took a close look at the Springfield Missouri aviation training market and was dismayed by what he saw.

Training of almost every kind, had all but ceased to exist. If you wanted to learn to fly, you could no longer go down to your local airport FBO and buy flight instruction.

On top of that, two other phenomena had come into play.

The first of which is the intense competition between the major airlines for professionally trained pilots. The glut of WWII, Korean and Vietnam era pilots has finally aged out, creating an ever-growing shortage of trained professionals.

The second phenomena, is how young aspiring pilots choose to train. Gone are the days of washing airplanes for an hour or two of instruction. Instead, today, they will borrow \$ 50,000.00 to \$ 60,000.00 dollars, go to a formal college based program and train all at once in a relatively short period of time. But Springfield did not have such a college based program.

Again, Brian saw a need and strove to fill it. But this time it was a Pro Bono effort for the aviation community.

What happened next?

Brian approached the Ozark Technical Community College (OTC) and pitched his vision of a flight training program for the school.

Well it wasn’t that simple. Encouraged by the initial reception of his proposal he spent the next two years, clawing and scratching, twisting arms and bending ears, to assemble and stage all the people and equipment necessary. All that was left was for OTC to pull the trigger.

OTC *Did Not* pull the trigger. After two years of hard work they gave Mr. Morgan a flat no.

The problem was Brian had not been dealing with the decision makers. Once the OTC Pooh-Bah’s looked at the high capital cost and the potential legal exposure inherent in any aviation program the answer was a flat no.

As you might well imagine, Brian was very discouraged, and ready to abandon the failed project, when fate intervened.

Enter Mark Smith of North Star Aviation. For two years Mark Smith had been hearing about some guy going all over the country, trying to start a flight training program for a local college. Part of North Star’s business model is to provide just such a program. In fact, they currently provide the aviation training program for Minnesota State University, Mankato.

Mark called Brian out of the blue and life was breathed back into the project.

Together, they worked out a plan that Brian presented to the decision makers at OTC. He showed them not only the demand for such a program but how they could do it without the heavy front end capital cost. In addition, the new proposal would mitigate potential legal liability as well.

Sold! The project was a go!

Premier Flight Center, LLC was formed in May 2016 as the vehicle to provide the Professional Flight Training Program for OTC students. And this August the first class of 24 students will begin.

In addition, Premier will provide custom tailored flight training to the general public. Also, worth noting, is that the Flight Center boasts of having a Redbird FMX Flight Simulator with Control Loading. “Control Loading” puts a realistic aircraft feel in the simulator and is currently state of the art.

The FITS Zone and the Premier Flight Center, LLC are located at KSFG in Springfield Missouri.



- (1) To be clear, the CAP Squadron is advised to wait until Dan and his gang finish their SWOT analysis. However, it is not recommended that they hold their breath while waiting. That is unless, of course, the SWOT Team happens to be breathing in their direction.

Mr. Robert “Brian” Morgan
One - determined - man
Who saw a public need in our aviation community
Selflessly expended
his own personal time, energy and resources
To fill that crucial gap.

Hats off to you Mr. Morgan, and Many Thanks!

Ps: Brian, Thank God for “Target Fixation” or this OTC program would never have happened.

fitszone.com
premierstgf.com
otc.edu

50/50 DRAWING:

Jan Hoynacki’s ticket was pulled from the hat but once again the Joker was not drawn. Accordingly, the pot grows another week.

NEXT MEETING:

The next meeting will be a picnic held at the newly refurbished Ava airport in Early September. Details of the where and when will be provided at a later date as they become available.

Respectfully submitted,
Joe Berman, Secretary