



CFIA

CHICAGO FLIGHT INSTRUCTOR ASSOCIATION, Inc.
Established 1976



WE WELCOME ALL PILOTS AND AVIATION ENTHUSIASTS!

NEWSLETTER

May 2014

On the web at: www.cfia.us

PRESIDENT'S COLUMN
VERNE JOBST

OUR NEXT MEETING

The next meeting of the Chicago Flight Instructors Association will be held May 12th at The Hilton Garden at 7pm. The Hilton Garden Inn is located at 4070 East Main Street, St. Charles, IL. It is on Rt. 64 just across from The Pheasant Run Resort. The Garden Inn telephone number is: 630-584-0700. Of course, you may call me anytime at 815-861-1300.

All of our military men and women are heroes. Our featured speaker is a true All-American hero . . . Dick Diller. Dick Flew various fighter jets for the USAF and, while flying in Asia, the Douglas Skyraider. He flew over 200 combat missions in Laos, 203 to be exact . . . and all of his missions were low-level at NIGHT! Dick also was presented with the Distinguished Flying Cross along with the Air Medal and 9 Oak Leaf



NEXT MEETING

Monday, May 12th, at 7 PM
Hilton Garden Inn
4070 East Main Street
St. Charles, IL 60174

On North Avenue across from Pheasant Run

Clusters. The presentation from this outstanding pilot and fantastic true American will be one you will not want to miss!

PASSENGER BRIEFING

Hopefully the weather is starting to improve with more opportunities to get off Mother Earth and enjoy the beauty and fun in the sky above. With this is the opportunity to share this love of flight with friends, loved ones, neighbors and friends.

But first, assuming you have given your steed a VERY careful preflight and she (the airplane) is all set to go, the next step is absolutely necessary to have the flight be safe and fun. I admit a lot of pilots skip over the "passenger briefing." Not a good thing. You as a general aviation pilot have an obligation to do a passenger briefing as it pertains to your particular flight. You may not have automatic oxygen masks and the like, but you do have a fire extinguisher and flashlights (hopefully two) especially at night.

Start with the seat adjustments. These are many times different from their automobiles, especially the seat belts and those sometimes difficult shoulder straps and why you insist upon their use. Explain the operation of the doors and windows. Please do not slam the door shut the way some do with a car. Slamming the door

may cause damage to the latches. There are so many differences in the windows from the ones in a family car. Some aircraft have more than one handle or latch. Be sure to show your passengers all about how the baggage compartment works. A good time to do this is at the end of your visual inspection. By the way, a "walk-around" is not the best way to do a preflight. A true visual with "touchy-feeling" is a much better way. Other than that one item, it is best you do the preflight without distractions, but answer any and all when the inspection is complete.

Now you may explain the operation of the radio and headsets, and how the boom mike works. If it looks like a bumpy day, you should explain what causes the bumps so as to alleviate any fears they may have . . . or have heard about. Depending upon the level of interest they show, which could be a great amount, now would be a good time to show them how the controls move and what they do to make the airplane turn, etc. Also mentioning not to put their feet on the rudder pedals is a good idea. Explaining the Emergency equipment is a good thing and does not have to be scary. Tell them the best way to enjoy the flight is by looking around and if they see an airplane to point it out to you. They now feel much more relaxed and part of the crew. This is the way to enjoy our beautiful United States.

The "no-smoking" restriction is a way of life and should present no problems. Now both you and your passengers will have a much better flight with this thorough passenger briefing. Your passengers will have a new respect for your professional approach to this and every flight. † V.J.

Ten Great Pilots

Machines alone could not have pushed the airplane forward.

By Patricia Trenner ; Air & Space Magazine

(Continued from last month's newsletter)

Jean Mermoz

In January 1921, on his third try, Jean Mermoz got his pilot's license. Three years later, he signed up

as a pilot with Lignes Aeriennes Latécoère, and set out to attain the goal of aircraft designer Pierre Latécoère: to create an airmail line linking Europe with Africa and South America.

In 1926, Mermoz had engine trouble over the Mauritanian desert and made an emergency landing. He was captured by nomadic Moors and held prisoner until a ransom was paid—a common practice and one of the many torments on the Latécoère airmail routes, which linked Toulouse to Barcelona, Casablanca, and Dakar. Mermoz was lucky—five Latécoère pilots were killed by Moors. Other hazards: the hostile Sahara, impenetrable Andes, and 150-mph winds that roiled over the southern Argentine coast.

In 1927, Lignes Aeriennes Latécoère became Compagnie Général Aéropostale, and Mermoz took charge of the South American routes. He made Aéropostale's first South American night flight in April 1928 from Natal in Brazil to Buenos Aires in Argentina, along a route unmarked by any sort of beacon. After he showed the way, mail delivery was no longer restricted to daylight-only operations. Mermoz next tackled shortening the Argentina-to-Chile route; pilots had to make a thousand-mile detour to get around the Andes. With mechanic



***Seaplane Latécoère 300, Natal, Brazil
1 September 1934
Laté 300 "Croix du Sud"
Pilot: Jean Mermoz***

- ***tail number: F-AKGF***
- ***dimensions: 26.2m x 44.2m x 6.5m***
- ***engines: 4x Hispano Suiza 12NER, water-cooled V12 engines, 650hp each***
- ***cruise speed: 160 km/h***
- ***gross weight: 11.3 tons***
- ***range: 4800km***

Alexandre Collenot, Mermoz set out in a Latécoère 25 monoplane and found an updraft that carried them through a mountain pass, but a downdraft smashed the aircraft onto a plateau at 12,000 feet. After determining that they could not hike out, Mermoz cleared a crude path to the edge of the precipice and removed from the aircraft anything that wasn't bolted down. He and Collenot strapped themselves in, and Mermoz got the airplane rolling down the path. In effect, they dove off the mountain, and Mermoz pointed the nose straight down, hoping to gain flying speed. Again, luck was

with him. And in July 1929, with the acquisition of Potez 25 open-cockpit biplanes that had a much higher ceiling than the Laté 25, Mermoz and Henry Guillaumet opened a scheduled route between Buenos Aires and Santiago. In early 1930, Aéropostale looked to bridge the Atlantic. Mermoz, in a new Latécoère 28 float-equipped monoplane, took off on May 12 from St. Louis, Senegal, with a navigator, a radio operator, and a load of mail. As night fell, they flew into a series of waterspouts that rose into stormy clouds. In *Wind, Sand and Stars*, published in 1940, fellow Aéropostale pilot Antoine de Saint-Exupéry wrote: "Through these uninhabited ruins Mermoz made his way, gliding slantwise from one channel of light to the next, flying for four hours through these corridors of moonlight. And this spectacle was so overwhelming that only after he had got through the Black Hole did Mermoz awaken to the fact that he had not been afraid...." Mermoz flew 1,900 miles in 19.5 hours, and landed in the Natal harbor the next morning. "Pioneering thus, Mermoz had cleared the desert, the mountains, the night, and the sea," Saint-Exupéry wrote. "He had been forced down

more than once.... And each time that he got safely home, it was but to start out again."

The U.S. press called Mermoz "France's Lindbergh." On December 7, 1936, Mermoz departed Africa in a four-engine seaplane, bound for Brazil, on the weekly mail run. It was his 28th Atlantic crossing. Neither he nor his crew were seen again.

Jacqueline Auriol

The daughter-in-law of Vincent Auriol, president of France from 1947 to 1954, Jacqueline Auriol learned to fly so she could escape the stuffy protocol of the Palais Elysée. Her mentor, instructor Raymond Guillaume, imbued her with a passion for aerobatics. After the crash of a Scan 30 amphibian in which she was a passenger, she faced 22



surgeries to put her face back together; yet, her first words in the ambulance rushing her to the hospital were "Will it be long before I can fly again?" When Auriol recovered, she earned a helicopter rating, and in 1950, she became the first woman pilot admitted to France's military Flight Test Centre. In 1951, Auriol and U.S. pilot Jacqueline Cochran began swapping speed records: Auriol broke Cochran's record, set in a P-51 Mustang, by flying a Vampire jet at 508 mph. She set a new record in 1952 in a Sud-Est Mistral, again in 1953 in a Dassault Mystère IV, and in 1955 she reclaimed the record from Cochran in a Mystère IV N. For the last three of these flights, she was awarded the Harmon Trophy for the greatest aeronautical feat of the year—in 1952, at Cochran's request. In 1962, Auriol reclaimed the record from Cochran in a Dassault Mirage IIIC; Cochran promptly took it back with a Lockheed TF-104G. The following year, Auriol topped her in a Mirage IIIR at 1,266 mph



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FIRST CLASS MAIL



A Douglas EA-1F Skyraider ECM-aircraft of airborne early warning squadron VAW-13 Zappers over the Gulf of Tonkin in 1966.

Be #1 for takeoff to read the CFIA Newsletter. Start receiving the Electronic Version of the CFIA Newsletter by replying "YES, please send me the CFIA Electronic Version!" Please e-mail the CFIA Newsletter Editor, at ESourceRobS@gmail.com.

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