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**Rare Air: Why You Should Carry Supplemental Oxygen**

*by Paul Engstrom, Aviation Writer and IFA Member*

At what altitude do you need supplemental oxygen so your brain continues to function normally, enabling safe flight?

Federal Aviation Regulations (FARs) suggest that the magic number is 12,500 feet. Between that level and up to 14,000 feet, according to the FARs, crew members must have supplemental oxygen if a flight lasts longer than 30 minutes.

But in practice, the highest safe altitude without extra oxygen may be much lower than that—as low as 8,000 feet, studies show. Even the Federal Aviation Administration encourages pilots to use supplemental oxygen above 10,000 feet during the day and above 5,000 feet at night, when thin air can compromise vision.

Somewhere around 10,000 feet, the percentage of oxygen-carrying hemoglobin in red blood cells may fall as low as 80 percent, compared to 97–99 percent at sea level, notes Dr. Fred Furgang, an anesthesiology professor at the Miami School of Medicine.

Hypoxia, or insufficient oxygen saturation of blood leading to a breakdown of mental and physical processes, isn’t the only danger. Another threat, given that you probably haven’t experienced this strange malady, is not even realizing you’re hypoxic and, consequently, failing to take any countermeasures.

Symptoms you may not notice or associate with hypoxia include a deterioration of judgment and coordination, euphoria or a false sense of security, nausea, cold or hot flashes, blurred or tunnel vision, drowsiness, headache, dizziness, sweating, and a faster breathing rate. Beyond a certain point, oxygen starvation can quickly cause death.

Another not-so-obvious factor figuring into the supplemental-oxygen equation is your physical circumstances and condition at the time of the flight.

For example, the effects of hypoxia will occur at still-lower pressure altitudes if the cabin temperature is cold, you’re flying under stressful IFR conditions, or if you’re anemic or a smoker, have alcohol in your bloodstream, are aged, or are taking medication such as over-the-counter antihistamines.

As a practical matter, therefore, it’s impossible to know at precisely what altitude you’ll need supplemental oxygen on any given day. That’s why Dr. Robert W. Carlson, an instrument-rated pilot and professor of medicine at Stanford University, offers this advice: “Think ahead of your altitude.”

In other words, anticipate hypoxia instead of waiting until it grabs you. That means:

- Carry supplemental oxygen in the aircraft even if you don’t expect to need it.

**Save Money With the IFA Aviation Insurance Program**

One of the huge advantages of your IFA membership is access to the IFA Aviation Insurance Program, an easy-to-use, reliable, affordable and competitive resource for your aviation insurance needs—whether for your own aircraft or one that you might rent. IFA has partnered with a nationwide aviation insurance agency to offer insurance for all lines of aviation insurance risks—owners, renters, flight school operators, charter operators, airports (private and public), maintenance shops and hangar owners.

The IFA Non-Owner Aviation Insurance Program offers coverage for single-engine standard, experimental and LSA aircraft, all at very affordable premiums. The program specializes in the new Light Sport Aircraft with competitive rates and coverage for owners, renters and flight school operators.

The IFA Aviation Insurance Program offers financial protection for your employer when you fly on business, as well as financial protection for you and your family should an accident occur.
If you enjoy outdoor activities and are fascinated by the wonders of nature, there is no off season to visit the Lake of the Ozarks in Missouri. In order to build a dam for a hydroelectric power plant, this man-made reservoir was created by impounding the northern part of the Osage River. Three smaller tributaries—the Niangua River, Grandglaze Creek, and Gravois Creek—were included in the impoundment. The lake covers more than 55,000 acres with a shoreline that exceeds 1,000 miles. Although constructed to provide a means of generating power, the lake drew many full time residents and became a major tourist attraction. The entire area offers a unique variety of attractions.

Your fun can be in the water, on the water, or under the water. It can be on the earth or under the earth. One of the places to begin your visit is at Osage Beach. This man-made sand beach on the banks of the Osage River, is located in Lake of the Ozarks State Park, which is the largest state park in Missouri. It is one of two public beaches. Here you can sun, swim, or snorkel. Much of the lake’s shoreline is privately owned, providing residents direct access for their own swimming and boating enjoyment, but there is still plenty of room for visitors.

If boating is your pleasure, more than two dozen boat rental places make it easy to select the boat of your choice. Enjoy water skiing, tubing, scuba diving, parasailing, or exploring the many coves and the wide expanses of this lake that stretches 92 miles from end to end. Seasoned boaters will know the laws and safety measures, but it’s wise to check the boating laws of Missouri before you venture out.

Maybe relaxing and sightseeing is your cup of tea. If so, take a cruise. Get aboard the old paddlewheel riverboat Tom Sawyer for an hour cruise. Various cruises offer different boats and different events. Select a breakfast, lunch, or dinner time to go along and have the fascinating facts and interesting places explained by your guide while you munch.

Okay, so you’re a land lubber. Golfers will find eleven courses; some 18-hole courses to challenge and some nine hole ones to provide a shorter, less strenuous time. Two state parks cover much of the area with facilities to make a visit enjoyable. More than 2,400 acres are included in Ha Ha Tonka State Park where you can enjoy horseback riding, and hiking many trails. Cyclists find a variety of trails for any type of cycling but cyclists must bring their own bikes.

As interesting as the water and land areas might be, there is another place for adventurers to discover—below ground. Centuries ago Osage Indians discovered what lies beneath Thunder Mountain. Local legends say Indian wedding ceremonies were held in the cave and today this cavern is called Bridal Cave where nearly 3,000 couples from around the world have exchanged wedding vows. The chapel can be reserved if a wedding is in your travel plans.

If you have the time and room to take items home, one of Missouri’s leading manufacturers is available through IFA’s sister finance company. (*Boat financing is available through IFA’s sister association, the American Boating Association.*) Also looking for affordable financing for your RV or boat? IFA’s RV and Boat Finance Programs* are additional competitive and reliable resources we make available to our members, this time working through a leading recreational vehicle and boat finance company. (See *Up in the Air Over Financing.*)

IFA is here to help, whether you’re in the market for financing or refinancing, on land, water, or in the air. For more information or to receive a no-obligation quote from any of the IFA Finance Programs, please visit www.iflyamerica.org/finance_bridge.asp or call 800-920-5190.
LAKE OF THE
OZARKS DETAILS

How To Get There
Several good airports are around the Lake of the Ozarks, both paved and grass. One you will probably want to check is Grand Glaize, (K15) right at Osage Beach. It has car rentals, many hotels are nearby and it has full service. Area pilot groups having the Lake as a meeting place usually select the Grand Glaize.
Runway: 14/32---3205x60 asphalt, trees each end
Fees: Tiedown, hangar
Elevation: 875 MSL
Hours: 8 a.m. to 8 p.m.
Traffic Pattern: 1670 MSL
Unicom: 122.8
Lights: radio control
Nav aid: VOR- SHY – 5.6 miles

Where to Stay and Dine
Lake of the Ozarks is a popular tourist spot and there is a variety of excellent accommodations, hotels, motels, bed and breakfasts, condos, houses and even houseboats. More than 7,700 units are available, ranging from bare accommodations to plush resorts. Some are right at the water's edge, others next to a golf course.

You can check rates and book your room and rental car through IFA's Online Travel Booking Service at www.iflyamerica.org/travelservices/travelservices.asp. Significant discounts may apply.

Snacking, eating, and dining are all available here. Some places have entertainment and dancing, many on only certain nights, and some are closed during winter months. There are enough places that you will never go hungry. You can choose from the full range of a quick snack, up to fine dining.

Accident Report
Failure to Maintain Control While Taxiing Contributes to Collision
Aircraft: Beech G35
Where: Falmouth, MA
Injuries: None
Phase of Flight: Taxiing

A Beech G35 was substantially damaged during a collision with trees while taxiing for takeoff at Falmouth Airpark (5B6), Falmouth, Massachusetts. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

The pilot was interviewed via telephone and submitted a written statement. He stated that he performed a preflight inspection of the airplane, then started the engine while parked on the apron adjacent to his hangar.

The pilot increased the throttle in order to start the airplane moving over snow that had accumulated on the apron and taxiway. He then reduced the throttle after the airplane began accelerating; however, the engine continued to run at a higher rpm. The pilot tried again to reduce the throttle, to no avail. The airplane continued to accelerate at a “higher than normal” rate across the taxiway.

The pilot then applied full right rudder pedal and right brake, but the airplane did not respond, and continued to slide on the snow. The airplane impacted a line of trees, on the opposite side of the taxiway, head-on.

Additionally, the pilot reported that after the accident he and a friend inspected the throttle and carburetor. He reported hearing a “snapping sound” and felt a “binding” of the throttle cable.

The pilot’s hanger was located in a residential area of the Falmouth Airpark. Access to the runway was provided via a 50-foot wide grass taxiway that ran perpendicular to the apron immediately in front of the pilot’s hangar. Examination of pictures taken by the pilot on the day of the accident revealed that the taxiway and the grass portion of the apron in front of the hanger were covered with patches of snow.

The airplane was a 1956 Beech G35, and had accumulated 3,430 total flight hours at the time of the accident. The airplane’s most recent annual inspection was performed and the airplane had accumulated 64 flight hours since that time.

The pilot held a private pilot certificate with a rating for airplane single engine land, and a third class medical certificate. At the time of the accident he reported 796 hours of total flight experience, and 47 hours of flight experience in make and model.

A Federal Aviation Administration (FAA) inspector examined the airplane. The inspector found that the throttle was stiff, but he could only duplicate the snapping

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PILOT QUIZ—AIRCRAFT NAMES

Many pilots like to give their craft names. Here are ten names given to aircraft. Try your hand at identifying the aircraft to which these names were attached. Caution: many of the possible answers are fiction and the event or person associated with them never existed.

1. Lucky Lady II
   a. Stinson bought by Lindbergh after Spirit of St. Louis was given to the Smithsonian
   b. Lockheed Electra flown by Amelia Earhart on last flight
   c. B-50 that flew around the world non-stop

2. Sunkist Lady
   a. Aerona Chief flown by two pilots who stayed aloft for 1,008 hours and 1 minute
   b. DC-2, first commercial airliner on flights Miami/Havana
   c. Sikorsky Flying Boat, first plane of Pan American Airlines

3. Sacred Cow
   a. DC, first aircraft used by U.S. President
   b. De Havilland DH 60, flown England to Australia by Jean Batten
   c. Piper Cub flown by General Eisenhower on reconnaissance missions

4. Independence
   a. Vickers 271 transport for British Premier Winston Churchill
   b. DC-6 used by President Truman
   c. Beech 18 made non-stop coast-to-coast flight on July 4, 1929

5. Winnie Mae
   a. Lockheed Vega flown by Wiley Post in first solo around the world
   b. Lockheed 14-N flown by Howard Hughes around the world
   c. Curtiss Robin flown across the Atlantic by “Wrong Way” Corrigan

6. Enola Gay
   a. Boeing 307, first pressurized airliner to enter commercial service
   b. Lockheed P-38 flown by Roscoe Turner to win Thompson Trophy
   c. B-29 that dropped A-bomb on Hiroshima

7. Glamorous Glennis
   a. Bell X1, flown by Chuck Yeager to break the sound barrier
   b. P-38, first rocket-assisted takeoff
   c. B-17, first U.S. bomber to fly across the Pacific

8. Spirit of Columbus
   a. Cesna 180 flown by Jerry Mock to become first woman to fly solo around the world
   b. P-38 in which 2nd Lt. Richard Bong loops over central arch of Golden Gate bridge
   c. F-4 Wildcat flown by Lt. Edward O’Hare shooting down five Japanese bombers in WWII

9. Myth Two
   a. Cesna 195 flown by Clyde Cessna on first coast-to-coast flight strictly on instruments
   b. Boeing E-3A fighter plane that never entered service
   c. Piper Comanche in which Sheila Scott became first British pilot to fly solo around the world

10. Gossamer Albatross
    a. Pedal-powered aircraft that crossed the English Channel
    b. Learjet flown by golfer Arnold Palmer setting around the world record
    c. Boeing 777, first aerial refueling tanker

Save Money with IFA Aviation Insurance Program...

continuated from page 1

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Accident Report...

continuated from page 3

sound heard by the pilot once, and noted a very slight vibration within the throttle. The inspector also found that the throttle moved completely from the idle to the full power position with no obstruction or hindrance.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot’s failure to maintain control of the airplane during taxi. A factor was the snow-covered taxiway.