
	<h1 style="text-align: center; color: red;">PROPWASH</h1> <p>PROPWASH is published for the dissemination of information for and about the members of Chapter 190 of the Experimental Aircraft Association (EAA). President Joe Baldauf, Vice President Charles P. Cozelos, Secretary Bryan Tauchen, Treasurer Ed McWhiney, WebMaster Jeff Spencer.</p>	
<p>EAA Chapter 190</p>	<p style="text-align: center;"><a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a></p>	<p style="text-align: right;">August 2010</p>

**Photo of the Month:**



**This is what it's all about. Nowhere else can you find an airport like this. Pure Love of Aviation!!!**

**Presidents Message:**

Joe Baldauf

As you can see from the meeting minutes and the turn out information for this month, we have some great challenges and opportunities. The turn out for July was a bit low, but not unexpected due to the weather (storms and heat). However the Young Eagles had quite a few flights. I expect by now some of our chapter will be returning from Air-venture and will have some information to share.

We have some decisions as a chapter to make on the by-laws, amount of equipment to keep and where to keep it and on our endeavors to more fully support Young eagles with more activities. George and the Chapter are working hard (Charles on top of things as usual) for the September 2 day fly-in at Moontown. (note: flier on the web-site). Jeff is doing a great job with the web-site and with Young Eagles. Ed continues to take care of finances and keep us out of trouble. Will has done a wonderful job of the fliers and the list of items we have stored in their hanger. We want you all to be participants and take the lead on projects.

It is your chapter and we need your input, ideas and actions. No idea or action will go unappreciated.

Lastly soon it will be time for elections of new officers (only way to keep ideas fresh). If you have a nomination for any of the key positions of President, VP, Treasurer, YE, Secretary, publisher or events coordinator, please provide to Charles, Will, George, Jeff or myself. Charles will make up nomination list after the September Fly in for voting in November. Hope to see you all out on the 21st, take part, grab a yellow vest and greet pilots as they come. Enjoy sharing stories and companionship.

## **Member Spotlight:**

## **Minutes of Last Meeting:**

Jeff Spencer

The meeting was called to order at Geoffrey Jeram's house at 6 pm after viewing the fuselage of Geoffrey's Super Pulsar 100 in his garage. About 12 members and 2 guests were present. Topics of discussion were:

- 1) **Accounting for and disposition of Chapter tools and equipment, currently stored in Jon Moore's old hangar:** Plans are to convene at Jon's old hangar after the fly-in breakfast on Saturday July 17<sup>th</sup> to help Will Good inventory the equipment. There was discussion about whether the Chapter wanted to retain this equipment or sell it. There were some concerns expressed about liability for the Chapter if someone were to be injured using a Chapter-owned piece of equipment. One way to protect ourselves would be having the user sign a waiver of liability as a condition of borrowing the tools/equipment. It was decided that we first need to do the inventory and then go from there.
- 2) **Young Eagle Flights and Young Eagle Credits:** Jeff Spencer reported Bryan Tauchen flew 6 Young Eagles during June's monthly fly-in Breakfast. Jeff also noted that the Chapter had been awarded ~125 Young Eagle Credits by EAA National for Young Eagle flights conducted in 2009. These credits are worth \$5 each and can be used to receive reimbursement for Chapter expenses related to promotion of the Young Eagles Program (posters, banners, signs, etc.). The credits may also be used to pay tuition / travel expenses for a Chapter-sponsored young person to attend the EAA Air Academy in Oshkosh. There was some discussion about the Chapter and/or members donating funds so that tuition and travel expenses would be completely covered. There was also discussion about setting up an essay contest with the prize being the Air Academy trip. Wes Conkle stated he would work up a proposal for using the credits and report back to the Chapter.
- 3) **Community Outreach:** Several members expressed interest in the Chapter doing more in terms of community outreach, such as working up aviation themed presentations for schools. Members were encouraged to write up proposals and bring them back to the Chapter for discussion but in general, all were supportive of these types of activities.
- 4) **Building / Hangar Space:** Members briefly discussed this topic and the challenges that building a hangar would pose from a financial standpoint, insurance/liability, local building code issues, and limited space at Moontown. Refurbishing existing, unused space still seems to be the best option but this is not being pursued as a high priority.
- 5) **Treasurer's Report:** Ed reported the Chapter bank account balance was right at \$20,000. Basically the Chapter is breaking even on the monthly fly-in breakfasts.

The meeting adjourned at approximately 6:40 so members could go to Geoffrey Jeram's basement to see the wings and other pieces of his Super Pulsar 100.

**Treasurers Report:**

Ed McWhiney

5/14/2010	Joe Baldauf refreshments served at club meeting	18.81	19,866.89
5/17/2010	Memberships for Conkle & Wypyszynski	30.00	19,896.89
5/17/2010	Income from Fly-In Breakfast 5/15/10	409.00	20,305.89
5/17/2010	Peter Valentine for Fly-In Breakfast	409.00	19,896.89
5/28/2010	Monthly Fee	5.00	19,891.89

**This Months Meeting Program:**

**Technical Corner:**

Harold McMurrin

**EAA reacts to new FCC rule prohibiting 121.5 ELT's**

The Experimental Aircraft Association (EAA) is working to remedy a situation where conflicting rules written by two different federal agencies will soon place pilots in a precarious position – being in compliance with one but not the other.

On 15 June the Federal Communications Commission (FCC) published in the Federal Register a change to 47 CFR Part 87 that will “prohibit the certification, manufacture, importation, sale, or continued use of 121.5 MHz emergency locator transmitters (ELT's) other than the Breitling Emergency Watch ELT.” Meanwhile, the FAA in 14 CFR Part 91.207, stipulates the US-registered civil airplanes are required to have an approved automatic type emergency locator transmitter in operable condition attached to the airplane. The FAA does not specify either 121.5 or 406 MHz but the overwhelming majority of aircraft are equipped with 121.5 MHz units, meaning they would be in violation of federal law when it goes into effect 60 days after publication, or 15 August 2010.

EAA is working with fellow aviation associations to prevent this action and exploring all avenues of action to address this rule before it goes into effect.

“This regulatory change would impose a substantial and unwarranted cost on general aviation,” says Earl Lawrence, EAA vice president of industry and regulatory affairs. “And this also creates a burden of the GA community and those ground-based rescue units that continue to use the 121.5 frequency to perform searches and save lives.”

“At the very least the FCC action is being conducted without properly communicating with the industry or understanding the implications of its action,” he added.

The FCC rule also highlights the fact that threats to GA can come from many different agencies, and that agencies outside of the FAA do not necessarily understand the effects of their actions on aviation.

Both 121.5 MHz and 406 MHz ELTs meet the FAA's regulatory requirements if manufactured to the proper technical standard order. While satellites no longer monitor the 121.5 MHz frequency as of 1 February 2009, the frequency is monitored by ATC, the military and other pilots.

## Pilot Guidelines for Conducting a Young Eagles Flight

**Before the Flight:** In addition to a memorable flight experience, Young Eagles will also remember their pilot. Introduce yourself to the Young Eagles and their parents/guardians before the flight. Each Young Eagle should already have a release/registration form which includes important pre-flight information. These registration forms are available on the EAA 190 web site ( <http://eaa190.weebly.com/> ) or at Moontown. Contact me (Jeff Spencer) for the forms. Prior to the flight, you must receive a signed registration form from the parent or legal guardian of the participant and you should complete the pilot portion of the registration, including the self-certification section. Now that the paperwork is ready, it is time for the pre-flight. I like to explain the various control surfaces to the Young Eagles during the walk-around. Discuss what you will do and see on your flight. Stress ramp safety, emphasizing caution around propellers and moving aircraft. Conduct a pre-flight inspection accompanied by your Young Eagle. Help them into their seat. Buckle their seat belt and shoulder harness and demonstrate to them how to unbuckle them. Also, explain the operation of the aircraft door. Describe the interior of the airplane. Allow time to answer any questions they may have before you start your engine.

**During the Flight:** The experience you provide your Young Eagle will be cherished for a lifetime. Someday, these Young Eagles may share a flight experience with another generation of aviation enthusiasts. Maintain a common-sense approach to the flight. You may take more than one young person at a time, but consider the experience from the participant's perspective. I find having an intercom system and headsets for all Young Eagles makes for a more interactive experience. Allow the participants parents(s) to observe or take part as circumstances allow, but remember the child is the focus of the event. Plan your flight to be as pleasant as possible. VFR weather is required. When evaluating weather conditions, remember you want the flight to be conducted in the best conditions possible. For example, windy, bumpy days do not make the best first impression. You may let the Young Eagle follow you on the controls, but you must be in command of the aircraft at all times. No hot loading, aerobatic maneuvers, unusual attitudes, or formation flights are permitted in the Young Eagles program. However, you may want to demonstrate how the airplane is controlled through simple climbs, turns, and descents. Apply see-and-avoid techniques at all times.

**After the Flight:** Congratulate your new Young Eagle! Share the excitement and encourage further questions. Take as much time as possible with your Young Eagle. They have just completed an experience they will long remember. Reward the young person with a Young Eagles Flight Certificate and Logbook, and record this flight for them as their first entry. Remind the Young Eagle that their name will be entered in the "World's Largest Logbook" located in the EAA AirVenture Museum in Oshkosh, Wisconsin, and on the Internet at [www.young eagles.org](http://www.young eagles.org). Be sure the registration forms are returned to the EAA Young Eagles Office so this can be accomplished. You can send the forms in yourself OR give them to me (Jeff Spencer) and I'll send them in. Don't delay! A misplaced or lost registration will mean the Young Eagle will not be officially registered for this program or receive subsequent benefits. Consider having a camera available for pictures. Share your post-flight rituals—replacing maps, straightening the cockpit, and pushing the aircraft into the hangar. Once the registration form is recorded at the Young Eagles office, they will receive a postcard inviting them to visit the Young Eagles website to see their name in the logbook. You can encourage a Young Eagle's interest in aviation with an invitation to an EAA Chapter meeting, and introduction to a flight instructor, or simply an invitation for another flight.

Finally, take pride in what you have done. The Young Eagles office will officially record your information taken from the registration form. Pilots earn recognition as their mission count grows. Remember, it's not too soon to begin arrangements for your next Young Eagles flight!

## Flight Advisors NotePad:

Jerry Barnett

## Projects Update:

Geoffrey Jeram                      Pulsar                      <http://www.carefreemaneuver.com/traveller/>

## 3M5 NOTAMs:

George Myers

## Calendar of Events:

August 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
August 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sept 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sept 18-19		Annual Grass Field Fly-In Moontown Airport	
Sept 23		George & Shirley's 50 <sup>th</sup> Wedding Anniversary	
Oct 9		The Great Georgia Airshow	
Oct 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 22-24		SERFI	<a href="http://www.SERFI.org">www.SERFI.org</a>
Nov 13		Andalusia Homecoming Airshow	
Nov 16	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 20	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 11	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 15	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

## **Joke of the Month:**

Takeoff's are optional. Landings are mandatory.

Flying is not dangerous; crashing is dangerous.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man. Landing is the first!

Everyone knows a 'good' landing is one from which you can walk away. But a 'great landing is one after which you can use the airplane again.

The probability of survival is equal to the angle of arrival.

Was that a landing or were we shot down?

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Trust your captain.... but keep your seat belt securely fastened.

Be nice to your first officer, he may be your captain at your next airline.

Any attempt to stretch fuel is guaranteed to increase headwind.

A pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

Try to keep the number of your landings equal to the number of your takeoffs.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

Gravity never loses! The best you can hope for is a draw!

## **From the Editor:**

Charles P. Cozelos

Well with Oshkosh behind us, and the summer coming to an end, it's time to look forward to the September Fly-in. As you know this is the "big" event of the year. I hope everyone will step up to the plate and take on a small task. And to that end... I want to thank everyone in advance for their efforts. A few things I notice every year... we will be having plenty of guests that don't know a plane from a jet... Lets try to make them feel welcome too, a few may wish to learn and join in. Traffic Flow, two things. The first is that there is an area behind the FBO that we reserve for Handicapped Parking (there will be a sign designating such). Secondly, on Saturday, we make the road into Moontown a one way road; help out by setting an example for those who've never been here before. Thanks.

## **Members Network:**

. If you are a chapter member in good standing, feel free to add one (1) line in this section. You may advertise *anything* you wish. The intent is that it will be your business, your company, your house, car, plane, hanger or whatever. It's free and can run forever; the only limiting factor is one line per member per month. If you see something below that you can use, try them out, you'll be helping another chapter member.

Aircraft Maintenance	Southeastern Aircraft Rebuilders, Inc.	256-852-9781
Pressure Cleaning	ReNew-it	256-682-0251

**In need of:**

Bandsaw	Geoffrey Jeram	216-407-0627
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