

	<h1 style="text-align: center; color: yellow;">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;">http://eaa190.weebly.com/</p>	<p style="text-align: right;">September 2010</p>

Photo of the Month:



Our B-17; Aluminum Overcast – Support EAA and all its programs!!!

Presidents Message:

Joe Baldauf

August has been a hot yet enjoyable month for flying. I have gotten to experience opposite ends of the flying envelope with Jim Harchanko in his RV and RANS. Had a great flight to Shelbyville last weekend. I find the GPS and modern avionics amazing in the RV. To include the portable iPad capabilities. Significantly different then seat of pants vintage aviation.

Well it is an RV what did I expect for such a fantastic pocket rocket.... I also went to Guntersville and had a great time with a SeaRey; it is an amazing thought to be able to land on land or water (with a \$60K+ combination bass boat airplane). As Mark stated there are many more lakes and places to land on water than runways.... He may have a point...

It is great to go to the other regional fly in events, note the web-site for further information. I am already making plans for Sun-N-Fun next spring.... Maybe this time I can make up my mind for my next project and get a 'really great deal' on just the aircraft kit I 'really need' [honest dear]....

We are preparing for our annual fly in and need lots of help. This is a big event we want to be sure all members and associates have the opportunity to really make our Chapter and Moontown shine. The fascination of flight never seems to dim, once we make it into the sky it is hard to keep us down on the ground?

Have a great Labor Day weekend...

Do not worry, stay happy and keep your head to the sky....

Member Spotlight:

Minutes of Last Meeting:

Bryan Tauchen

EAA 190 Meeting – August 17, 2010

Ed McWhiney, Treasurer reported that we have about \$20,000 in the bank.

Jeff Spencer reviewed the chapter web page. Then he explained that the young eagles program now includes a log book that contains access codes for a Sportie's Private Pilot Ground School online course. Young eagles will also be provided with an EAA student membership. Also, if the ground school course is completed, one hour of flight instruction can be paid for.

Wes Conkle reported that for 2009 the chapter has earned young eagle credits worth \$940. These must be used by December 31, 2010. Credits are earned by all chapter pilots, once they have flown 10 young eagles during the calendar year. The credits can be used to sponsor a child to the air academy in Oshkosh, purchase supplies to support the local young eagle program, or donate to the academy. It was agreed that we are too late to sponsor a child this year. Motion was accepted and passed to pursue options 2 and 3. Jeff Spencer agreed to check on what kind of supplies are acceptable under the program (later information is that computer software, tents, and folding tables and chairs are acceptable).

Motion was made and passed the Chapter Board of Directors be reactivated. The members of the board will be Joe Baldauf, Jeff Spencer, George Myers, Bryan Tauchen, and Jim Harchanko. The first meeting will be in November.

George Myers reported that there will be a fly in meeting on August 31. George will be the speaker at this year's banquet and tickets will be \$10.

It was reported that Will Good will be compiling a list of equipment that belongs to the chapter.

Meeting was adjourned.

Treasurers Report:

Ed McWhiney

5/17/2010	Peter Valentine for Fly-In Breakfast	409.00	19,896.89
5/28/2010	Monthly Fee	5.00	19,891.89
6/8/2010	Joe Baldauf for food served at cookout	47.33	19,844.56
6/8/2010	Charles Cozelos for food served at cookout	29.58	19,814.98
6/9/2010	Jeff Spencer postage	171.49	19,643.49
6/20/2010	Peter Valentine for 50% cut for Fly-In Breakfast	508.07	19,135.42
6/21/2010	Membership renewal – Wil Good	15.00	19,150.42
6/21/2010	Income from Fly-In Breakfast	908.00	20,058.42
7/6/2010	Membership renewal - Louis Brugman	15.00	20,073.42
7/12/2010	Aerovents – Website	114.99	19,958.43
7/19/2010	Income from Fly-In Breakfast	512.75	20,471.18
7/19/2010	Membership – Mark Bowden	15.00	20,486.16
7/26/2010	Peter Valentine for 50% cut for Fly-In Breakfast	375.49	20,110.69

This Months Meeting Program:

September had finally arrived! The meeting this month will be at the airport. This will be the last time we get together before the September Fly-In to tie up any loose ends. As you know, this is the biggest event of the year and everyone's help is needed. Please make the meeting to find out where you can lend a hand. There will be tasks to complete Friday, Saturday and Sunday.

Technical Corner:

Harold McMurrin

Airworthiness Directive: Piper Aircraft, PA-28, PA-32, PA-34, and PA-44 Series

AD 2010-15-10 pertains to certain Piper Aircraft, specifically PA-28, PA-32, PA-34, and PA-44 series airplanes. This AD requires you to inspect the control wheel shaft on both the pilot and copilot sides of the aircraft and, if necessary, replace the control wheel shaft. This AD results from two field reports of incorrectly assembled control wheel shafts. This condition if left uncorrected, could lead to separation of the control wheel shafts, resulting in loss of pitch and roll control.

Young Eagles:

Jeff Spencer

Young Eagle Complete Pilot Training Program by Sporty's

EAA has teamed with Sporty's Pilot Shop to offer interested young people an opportunity to take the next step in becoming a pilot. Often the cost of flight training can be a deterrent. By offering this on-line training course free of charge, Sporty's has helped eliminate a barrier to training. By using the power of the Internet, students can learn at their convenience.

There are two components to this program, a logbook and access to an on-line pilot training course. Sporty's provides a special "Young Eagles" logbook that pilots can present to their passengers following the Young Eagles flight. The logbook's first entry is designed to record the details of the flight. It also provides an opportunity for the pilot to show the Young Eagle how pilots record their flight time. In addition, pilot should encourage their Young Eagle to record other aviation experiences in the logbook, such as attending an air show or a Chapter event. It does not need to only record flight time, although the logbook is

designed to meet FARs. Along with the logbook is a unique access code a child can use to access Sporty's Complete Pilot Training Course on line. Instructions for registering for the class are also included.

The Sporty's Training Course is designed to prepare students to pass the tests required for a pilot certificate – written, oral and flight tests. The course utilizes streaming video to explain what a pilot does and why, in real world conditions. Using interactive demonstrations and 3-D animation, flight maneuvers are presented in a way that is easy to visualize and understand. The course provides interactive test preparation to make the most of study time and track progress. There are no additional books or software that one must buy to complete the program.

The unique access code can only be used once, but the code does not have an expiration date. There is no age limit for the course per se; however, it is recommended for Young Eagles aged 13 and older. Even former Young Eagles are eligible for this training course. For an access code, the Young Eagle needs to contact the Young Eagle Office and provide their name, city and state and approximate date of their Young Eagle flight. Their information will be validated and an access code will be provided by the Young Eagle Office.

Flight Advisors NotePad:

Jeff Spencer

Aircraft Registration: Re-Registration / Renewal

The FAA published the final rule in the Federal Register on July 20, 2010, Page 41,968. All changes established by this rule are effective October 1, 2010. This rule establishes specific registration expiration dates over a three-year period for all aircraft registered before October 1, 2010, and requires re-registration of those aircraft according to a specific schedule. All aircraft registrations issued on or after October 1, 2010, will be good for three years with the expiration date clearly shown.

Why do the re-registration & renewal? The FAA estimates that about one-third of today's 357,000 registered aircraft have inaccurate records. At least 100,000 of these are not expected to re-register. Prompt reporting of a change in aircraft ownership, mailing address, or destruction has long been required by registration regulations. Without these reports from the owners the aircraft records could not be updated. The Registry has revoked registrations due to unreported changes; however, this process is slow and expensive. In many cases registration would be revoked, but owners whose notices were undeliverable would be unaware and continue to operate their now unregistered aircraft.

Re-registration of eligible aircraft takes place between October 1, 2010, and December 31, 2013, updating the U.S. Civil Aircraft Register with current data derived from recent contact with aircraft owners. Renewal of registration every third year, with other new tools, enables the Aircraft Registration Branch (Registry) to keep aircraft registration information current.

"These improvements will give us better knowledge about the state of the aviation industry, especially general aviation," said FAA Administrator Randy Babbitt. "We also are responding to calls from law enforcement and other government agencies for more accurate, up-to-date registration data."

Re-registration, renewal and expiration will clear inactive aircraft from the database. The availability of on-line processing to many owners, and periodic FAA reminders to renew

the certificate, should maintain the gains in accuracy and currency. This is essential to safety, regulatory enforcement, and all levels of law enforcement. For more details on the re-registration and renewal requirement, visit the FAA website article on this subject at the following link:

http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/

Projects Update:

Geoffrey Jeram

Pulsar

<http://www.carefreemaneuver.com/traveller/>

3M5 NOTAMs:

George Myers

Calendar of Events:

Sept 14	1700hrs	Chapter Meeting	http://eaa190.weebly.com/
Sept 18-19		Annual Grass Field Fly-In Moontown Airport	
Sept 23		George & Shirley's 50 th Wedding Anniversary	
Oct 9		The Great Georgia AirShow	
Oct 9		Rome, GA - Annual Fall Fly-In	http://www.eaa709.org/
Oct 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Oct 22-24		SERFI	www.SERFI.org
Oct 30		Tennessee Valley Pumpkin Dash	www.sportairrace.org
Nov 13		Andalusia Homecoming Airshow	
Nov 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Dec 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jan 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Mar 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 25-31		Oshkosh AirVenture 2011	http://www.airventure.org/

Joke of the Month:

Occasionally, airline attendants make an effort to make the "in-flight safety lecture" and their other announcements a bit more entertaining. Here are some real examples that have been heard or reported:

There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane..."

After landing: "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Washington National, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced: "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

From a Southwest Airlines employee.... "Welcome aboard Southwest Flight XXX to YYY. To operate your seatbelt, insert the metal tab into the buckle, and pull tight. It works just like every other seatbelt, and if you don't know how to operate one, you probably shouldn't be out in public unsupervised.

"In the event of a sudden loss of cabin pressure, oxygen masks will descend from the ceiling. Stop screaming, grab the mask, and place it over your own mouth and nose before assisting children or adults acting like children."

Weather at our destination is 50 degrees with some broken clouds; but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

"Your seat cushions can be used for flotation, and in the event of an emergency water landing, please take them with our compliments."

Once on a Southwest flight, the pilot said, "We've reached our cruising altitude now, and I'm turning off the seat belt sign. I'm switching to autopilot, too, so I can come back there and visit with all of you for the rest of the flight."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

"Last one off the plane must clean it."

And from the pilot during his welcome message: "We are pleased to have some of the best flight attendants in the industry... Unfortunately, none of them are on this flight...!"

Heard on Southwest Airlines just after a very hard landing in Salt Lake City: The flight attendant came on the intercom and said, "That was quite a bump and I know what ya'll are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendants' fault...it was the asphalt!"

Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day. During the final approach the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant came on the PA and announced, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seatbelts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, mind if I ask you a question?" "Why no Ma'am," said the pilot, "what is it?" The little old lady said, "Did we land or were we shot down?"

After a real crusher of a landing in Phoenix, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go zipping through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."

From the Editor:

Charles P. Cozelos

We will soon have the Annual Grass Field Fly In behind us. I'd like to ask each member of the chapter to give serious thought to each position in the chapter. Elections will be part of the November meeting with the transition to the new officers occurring during December. The chapter is its members. When each member takes on a small roll the chapter is more

alive and will continue to grow. I say continue to grow because we've had some notable growth during 2010 under Joe Baldauf. I believe the chapter as well as aviation is at a turning point. Without growth and younger members it will eventually die. I know each of you appreciate what we have at 3M5 and want to enjoy it for ourselves as well as pass it on the next group of aviators. I've seen the seeds of the future planted in our chapter this year with the addition of new members such as Aaron, Geoffrey, Hannah, Mark and Wes as well as others. To each of our new members I hope your experiences are growing ones and the time you spend working with the chapter is rewarding. It has been for me.

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.

Air Conditioning	Air Comfort Control	256-851-6991
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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