

	<h1 style="color: red; text-align: center;">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 Jeff Spencer, Vice President Charles P. Cozello, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
EAA Chapter 190	http://eaa190.weebly.com/	August 2011

Photo of the Month:



It's That Time Again – Moontown's Annual Grass Field Fly-In

Presidents Message:

Jeff Spencer

Hello Fellow Members!

First, once again I want to express my condolences to the family and friends of Keavy Neningner for her tragic loss last month. Keavy was a bright, vibrant, caring young woman who died much too early doing what she loved. Keavy was a hang glider tow pilot for Highland Aerosports in Ridgely, Maryland. It's clear from the glider message boards that Keavy's loss has deeply touched their community as it has ours. We take comfort knowing that you are flying with the angels now Keavy.

The Chapter had a great turn out for our fly-in breakfast in July. There were approximately 30 planes that flew in and a wonderful drive up crowd as well. There were quite a

few Young Eagles that were flown too. Photos from the fly-in are up on the Chapter web site.

Our Chapter meeting this month will be on August 16th at Moontown Airport at 6:30 pm. We will have our normal business meeting and then our program will be Shawn Tilley and Davis Murray sharing with us their experiences at EAA Air Academy. EAA 190 fully sponsored Davis to Air Academy and provided for Shawn's travel expenses.

August is upon us and that means the kids will be going back to school again and also means that the annual Moontown Grass-field Fly-in is next month! George Myers is the Fly-In Committee Chairman again this year and George will be holding separate meetings specifically to discuss and work Fly-In preparations during the weeks leading up to the event on September 17th and 18th. Please consider how you might be of assistance to George and the Chapter in making this event the best it can be. Thanks.

Member Spotlight:

Minutes of Last Meeting:

Bryan Tauchen

Treasurers Report:

Jim Harchanko

During the month of July, James Harchanko assumed his duties as elected treasurer.

Chapter 190 purchased a 13 month, \$16,000 CD at Regions Bank at a 0.75% interest rate leaving a checking account balance of \$5,416.87.

Income from the July breakfast was \$617 with \$84.76 expenditures for supplies and \$266.12 net profit each for Buckhorn Band parents and EAA 190.

Other expenditures were \$26.96 for a kitchen power cord and a TV video coax cable.

Current checkbook balance is \$5,656.03

EAA Chapter 190 Member Earns His Private:

Wes Conkle – EAA 633811



Flying small planes runs in my family. I remember flying in my father's Super Cub at a very young age; floats in the short Alaskan summer, and skis during the long, cold winter. I always just assumed that I would be a pilot as well, and that I wouldn't even be twenty before I had a license and plane. Of course, kids always get silly ideas like this...

I wasn't able to fly while serving in the Navy due to finances and time constraints. So leaving the service and coming to Alabama to work for TVA has given me the opportunity to pursue *my* flying dream. I feel very fortunate to have access to a charming, grass strip airport culture and a fantastic EAA Chapter as well. It helps keep flying viable as a way of life, rather than just an expensive hobby, and if my wife and kids enjoy it, then my chances for success are much improved!

I started flying soon after arriving in Alabama, taking advantage of the International Learn to Fly Day prices at Huntsville Flight Center (which has since closed down its operation). I immediately like my instructor Scott and the plane, a smooth and relatively powerful 172SP. But Scott, like many CFI's, had to work multiple jobs to make ends meet, and his obligation to fly a group of doctors around in their C421 made it difficult to schedule flights with him.

With my goal being only to fly one hour a month until my house was sold in Washington, I figured it wouldn't hurt to fly other planes as well, so I also began to fly with Aaron Komara in the Executive Flight Center's Warrior (it was cheaper to rent than their 172, which was never available anyway).

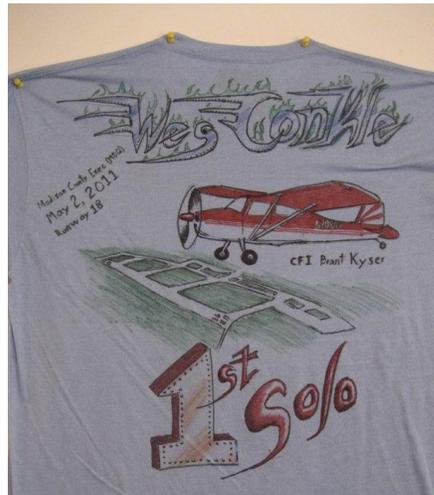
I flew with both organizations and with whatever instructor was available at the time for a few months. I wasn't serious about finishing the training then, so I wasn't worried about flying with different CFI's, but it was starting to become repetitive to prove I could do slow flight on every single lesson. I had been using flight simulator software to prepare for flight training, and it was very helpful, even much more useful than I had expected it to be. I did every landing from the beginning, with the instructor only giving me verbal guidance and an occasional touch on the yoke during flare.

One day when none of the tricycle gear aircraft were available, I decided to fly with Aaron in Acro Air's Citabria. I wanted to fly taildraggers anyway, and it was only a few extra dollars. I had read testimonials about flying the Citabria from the Acro Air website, and they all had the first landing practice being on Moontown's grass strip. The day we flew however, Moontown was too soggy, so I started out on MDQ's paved runway. Aaron insisted on a power off, low energy approach which always had us begin to flare well before reaching the threshold (no flaps on the Citabria) and landing the plane was an exercise in both terror and humility. I had expected it to be difficult, but on each landing I swerved and bounced so violently that I was sure we would ground loop or run off the edge! Regardless, Aaron was calm and cool, ensuring me that I was doing fine and that I just needed to stop being so heavy footed.

I had sold my house in Washington, and decided that it was time to get serious about finishing the license. I also decided to finish training in the Citabria. After all, it was fun to fly and I had started to get the hang of landings by about my third hour (of continuous take-off and landings!). This was about May of this year.

It was then that Aaron told me he wouldn't be able to fly with me anymore either; he was going to Alaska for the summer! I was disappointed, but he assured me that Brant would

be just as easy to get along with. I was ready to be done shuffling instructors by this time, but what choice did I have? It turned out to be no trouble, because Brant was just as laid back and confident as Aaron. In fact, he soloed me on our first lesson! It felt great, and I was a little surprised at how much better the plane flew without him!



Artwork done by a coworker

I resolved to finish the license by summer's end. I began to fly every weekend, two or three hours. To make things more difficult, I was doing this during what is supposed to be the most academically challenging phase of my training at work. For my Reactor Operator licensing, we were in a classroom setting, with 5-8 hours of lectures a day and an exam every week. Passing score is 80%, which resulted in working 50-60 hours a week to prepare for the weekly exam! My head was filling rapidly with both aviation and nuclear details!

Sometimes I flew an extra hour during the week for solo practice, and one of these flights was to become a favorite memory. I was practicing touch and goes in the Citabria at Madison County, while my CFI Brant was in the pattern doing a BFR for another pilot, both of the FBO Cessna's were in and out of the pattern, two helicopters came and went during the hour, and one Lear disrupted the rhythm for a straight in! To top it all off, a gentleman flying a beautiful Stearman also spent the entire hour in the pattern with me. It was busy, and certainly good practice!

Another funny story involves my required landings at a Class C airport. Brant told me I'd be fine and to just declare myself as a Student Pilot so the controllers would go easy on me. I was confident and hadn't had any trouble with radio communications, so I didn't think it would be too tough. Besides, Brant and I had run through it just prior, and that had gone well. I can only imagine what happened in the tower when I keyed in, requesting permission to perform my landings, but I now think it involved laughter and maybe a "watch this!" The first challenge was figuring out how to 'IDENT' when they requested it, but I figured it out. Next, I flew through the haze trying to decide when to turn south, since I couldn't see all that far. When I recognized Capshaw Mtn, I knew I had better turn right now, lest I get in the way of traffic headed to 18R (I had been told to fly to 18L). The first landing was uneventful, but on climbout, tower did not assign me a pattern to fly or a runway. I prompted them, and they replied "Cessna 8V, fly right traffic to Runway 18R". OK, so I'm not a Cessna, and I was expecting 18L; but I was 88V, what's going on here? I made them verify that they were talking to me and wanted me to switch runways three times! The second landing was successful, but I needed to come to a full stop and I could hear them bringing in a jet behind me. Again I

asked myself, why did they send me to the big runway? During the next downwind (also to 18R), the tower did not clear me to land! So I continued to fly downwind, past the Interstate, and north toward Harvest. Finally I decided to test them, “Uh, Huntsville Tower, 88V is still with you on downwind for Rwy 18R!” They cleared me, so I turned in to what was essentially a straight in approach by that point! I was relieved to be done with this task and returned to Madison County.

I was most nervous about night flying, because I have had PRK eye surgery and was worried that I would experience degraded vision at night (I really don't like driving in the dark!). When I got to the field at dusk, I could see the Citabria, with no door! So we'd be flying in the dark, with no door on the plane! Next surprise: Brant's first destination for us was none other than Moontown. I had landed at Moontown a few times, but hadn't heard too many people say they had done it at night. And it was dark, a completely moonless night. Still, after making a low pass to scare away any deer that might be on the field, we made a few landings and it wasn't too bad. Eventually, I realized that I didn't have much trouble with vision at night, and the flight was pretty entertaining.



In the dark with the doors off

After completing my academic course at work, I decided to get serious about the FAA ‘written’ exam. I was close to checkride and needed to get this step done. I take exams for a living, so I wasn't nervous, but I had elected to skip ground school in lieu of self study and Sporty's Study Buddy app for my Android phone. In the end, this proved sufficient, for I only missed two questions on the exam. With that out of the way, I was on the final stretch for the checkride. I still needed to learn wheel landings though, and since the Citabria was out for 100 hour, we took the Super Decathlon. I convinced Brant to put on parachutes, and we went to the practice area for a half hour of pure fun! Loops, Barrel Rolls, and Spins had me grinning ear to ear when we returned to the field for wheel landings. I didn't have much trouble with wheel landings, most likely because I had been doing such a poor job of stalling the plane during three pointers that it wasn't much of a stretch to turn those into wheel landings. Still, it is counterintuitive to push forward on the stick when the mains touch! We did two more lessons to practice all the Checkride maneuvers, and then scheduled my exam.



Flying above the clouds

My checkride was to be in Tullahoma on a Tuesday morning. I planned to get to the airport early in order to get a weather report and prep the plane. It turns out I got there even before the FBO opened, so I had time to look at the dense fog blanketing the airport, wondering when I would be able to fly. I knew by then that I would not make my appointed time at Tullahoma Regional. I left Madison County forty-five minutes behind schedule, but I was treated to a really enjoyable flight above the broken fog and low clouds. It sure didn't make dead reckoning any easier, though. Good thing I had downloaded the manual for the Citabria's GPS and figured out how to use it!

The examiner was friendly and we chatted for awhile while he reviewed my logbook and paperwork. Brant even stopped by to say hi at one point.



Acro Air planes on the THA ramp

Finally it was time to go fly. The examiner was a big guy, and I knew the plane would fly a little different. In addition, it had progressed to midday, and the heat was creating a light chop. The two factors conspired against me, and my hoodwork was sloppy, followed by a string of very poor landing approaches. After two rejected approaches to the grass strip, the examiner suggested I show him a wheel landing on the paved surface runway. Of course, just before the wheels touched, I caught a gust (or something) and I dropped it in for a good two bouncer. I flew it out and begged for another chance. He agreed, and finally, I flew a good stable approach, and absolutely *greased* it on!

Next I was to show a short field landing on the grass strip. Again I had trouble slowing the plane on final, but managed to land just a little beyond my intended point. We noticed deer on the runway, and he told me to go ahead and taxi back to the ramp. I thought, "Certainly he won't fail me without at least giving me another chance!"

But to my great relief, he congratulated me on being a pilot and suggested that I seemed to be very safe, if not yet polished. I was quite happy.

I got my paperwork finished up, the examiner handed me my temporary certificate, and I was on my way. I knew just where I wanted to go before I returned the plane; Moon-town!

I made my first landing as a Private Pilot at a great grass strip in a taildragger!



My favorite grass strip

I'm looking forward to getting checked out in a few more planes and building hours. In the future, I'm hoping to be able to help fly Young Eagles, and perhaps next year begin IFR training. Eventually I would like to become a CFI, because I like to teach and it seems like a great excuse to fly!

Safety:

Wes Conkle – EAA 633811

Very few of us are fortunate enough to fly a new, or even relatively new, aircraft. Aging airframes function just fine, but there are many maintenance issues that must be addressed with an older plane; the one I want to talk about this month is due to older electrical systems, and the resulting risk of in-flight fire due to an electrical fault.

There are a number of faults that can be inconvenient or dangerous, but an uninterrupted short to ground probably represents the most immediate threat to an aircraft in flight due to the ensuing smoke and/or fire. The black, oily, and poisonous smoke produced by burning wire insulation can quickly make the cockpit uninhabitable and the plane therefore unflyable. In addition, electrical fires are likely to be on the interior side of the firewall, causing physical injury and adding urgency to the emergency.

The FAA Safety Brochure titled 'Smoke!' reminds us that "...there is no universal best procedure to follow in the event of an aircraft fire because no two fires are likely to be the same. Extinguishing the fire is the immediate priority." For this reason, every small aircraft should have a portable extinguisher onboard and the PIC should be familiar with its location. Next, we are reminded that the debilitating effect of the smoke can be mitigated by venting the cabin (perhaps by opening windows and establishing a slip) as well as by using a wetted cloth to cover your mouth and nose.

Providing that you can maintain control of the aircraft, the next most important goal should be to get the aircraft on the ground, immediately. If the fire and smoke present an immediate threat to life, then getting the plane low and slow enough for a crash landing is warranted. Otherwise a precautionary landing may be possible, but remember that fires more often grow than extinguish themselves. The AOPA Aviation Safety Institute has a very good video concerning an in-flight fire experienced by a CFI and his student. Despite being burned, they both survived because they immediately landed in a field and escaped the burning plane.

Finally, even though the details are beyond the scope of this column, the adage of ‘an ounce of prevention is worth a pound of cure’ is appropriate for aging electrical systems. You and your mechanic should be familiar with the electrical system and identify components that are near failure, out of modern electrical standards, loose, or otherwise in a condition that could lead to a fire.

I would like to revisit a subject that I talked about in the April Safety column; decrease in aircraft performance due to increased density altitude. Specifically, I would like to look a little closer at the accident that occurred June 18th at Guntersville Airport. The NTSB has released a preliminary report on the accident, while the full investigation is ongoing.

A 1971 model Cherokee 140 impacted trees at the south end of the field, resulting in multiple fatalities. We are quite familiar with the temperatures in this area (we had a fly in at Moontown the following morning and it was very warm). If you look in the Cherokee 140 POH, at a gross weight of 2150lbs and density altitude of 3000 feet, the 150 hp version will require approximately 2,400 feet to clear a 50 ft obstacle. The A/FD lists Guntersville to be 3,368 feet, with a warning about trees at the south end. Applying the FAA Pilot Handbook of Aero Knowledge example of 10% over-gross, the resulting distance is just more than 2,900 feet. While there is no current report that the plane was overloaded, the NTSB preliminary states that the pilot added nearly 36 gallons to the tanks during his stop, and the group was enroute to the Florida coast for a vacation.

The intent of this exercise is not to place blame or reach a premature conclusion about the cause of this specific accident, but rather to show that it is very easy to load our small planes in a way that erodes safety margins, especially during the hot Alabama summer. Take a moment to listen for the density altitude and look at the charts to establish your required takeoff distance, and then add in additional safety margin. After all, your goal isn’t to touch that 50 foot obstacle; it is to clear it with room to spare! Fly safe, Chapter 190.

Young Eagles:

Aaron Wypyszynski

July was yet another great month for Young Eagles! It all started with a great pancake breakfast where we were able to fly over a dozen Young Eagles. This was followed by our first Young Eagles activity. Several of the Young Eagles I have been keeping in touch with offered to help me wash and wax my plane for Oshkosh. A special thanks goes out to Zach, Shawn, and Davis. Look for them around the airport, and if you need a hand on a project, please let me know as they are looking for any good reason to come to the airport or even better earn a little flight time. They are all currently working on the Young Eagles flight program and are in various stages of the Sporty’s Ground School. The great Young Eagles activities continued with the flight Davis and I made on his way from Huntsville to Oshkosh for Air Academy. He had a great time and we look forward to his presentation on his time at Air Academy at this month’s meeting.

While at Oshkosh this year, I was able to attend several Young Eagles Coordinator events that provided numerous great thoughts on how we can improve our Young Eagles flights and programs! Coordinators representing some of the largest YE programs in the country shared their methods of how they organize events that fly over 600 Young Eagles in a single day! Some of the ideas that I hope to start implementing, particularly for the September fly in are:

- Print out YE certificates instead of hand writing them
- Create a circular flow for the flight area (I'll work on a detailed layout for the fly-in)
- Have former Young Eagles help with YE ground tasks during rallies, particularly with bringing kids from the staging area to the airplanes.
- Get the UAH school of marketing to help with promotions
- Have Air Academy Interest forms so we can start a list of kids that would be interested for next year.

There were also several key findings and hard points that were noted:

- 3 out of every 100 Young Eagles that fly between the ages of 15 and 17 will get their pilots license! This is a huge number, let's keep up the good work and help to foster these older Young Eagles to get their pilots licenses.
- All chapters are struggling on how to extend the Young Eagles experience beyond the flight experience. The best successes have still been found with old fashioned one on one experience. Please let me know if you would be interested in mentoring some of our older young eagles.

The biggest Young Eagles news to come from Oshkosh was that coming in January EAA will be expanding the Young Eagles program to include flights for adults. The program will be very similar to the current Young Eagles program, including earning YE credits for each flight. The main differences will be that each adult will only get one flight, however it is requested that these flights be one on one and more in depth than the current Young Eagles flights.

The final bit of news for this month is the start of planning for the September Fly-In. We need several pilots and ground support personnel. I am starting to contact other local chapters to see if they have an interest in helping. We will need several volunteers from the chapter as well. If you are interested in flying, please contact me with when you will be available and how many kids you would like to fly. We also need ground support personnel to staff the registration, walk around, bearding, and post flight activities. If you or someone you know are interested in help with these activities, please let me know! We will also need an aircraft on static display to use for the preflight walk arounds. Please let me know if you have an aircraft that we could use. I look forward to another great Young Eagles rally and hope to top 300 Young Eagles this year!

Flight Advisors NotePad:

Jerry Barnett

3M5 NOTAMs:

Jerry Barnett

Every Saturday Moontown has a Buffet Lunch at noon; Donations accepted.

Thoughts:

Jamie Dodson

First Women Aces
Men were not the only ones to receive the title

When the term "Ace" comes up in regards to fighter pilots, male images of World War One's Manfred von Richthofen (The Red Baron), American's Edward Rickenbacker, World War Two's Pappy Boyington or Chuck Yeager come to mind but the truth is, there were women who also ranked among the "Best of the Best" when it came to airborne dogfights.

Often compared to the stories of knights of the medieval times when knights or warriors fought a one on one battle against another knight, dogfights were comprised of one fighter pilot pitting his or her wits and skill against another pilot. These types of dogfights can be traced back as early as 1915. It was during April 1915 that French pilot Roland Garros became the first Ace in history.

An "Ace" is defined as a fighter pilot who has downed or destroyed a minimum of five aircraft during their flying career; it doesn't necessarily mean they "killed" the pilots of those aircrafts. It was during World War II that rumors began filtering through the German lines outside of Stalingrad of a Russian pilot with a white rose painted on the side of the plane that reportedly was a woman. Nicknaming her "The White Rose Of Stalingrad," the German pilots soon found they had a formidable female equal even though they had the wrong type of flower in mind.

During the early days of the war, the idea of women in combat areas was scoffed at but after Germany's invasion of Russia and the subsequent losses of able-bodied men, the Soviet's Supreme High Command began looking seriously at the possibility.

Initially the women pilots were placed into three all-women units. They were the 586th IAP, the 587th BAP and the 588 NBAP. The 500 designations were originally meant to signify defense reserves. These units were originally made up women who were flight instructors or members of pre-war flying clubs and their military training was held at a base near the city of Engels.

As the Battle of Stalingrad raged on, replacement male combat pilots were becoming hard to come by and the 586th under the command of Major Tamara Kazarinova saw its first combat action in the spring of 1942. Seeing the skill of these women, the Soviet High Command began dispersing the several female pilots to existing male units.

Three of the original 586th fighter pilots, Lilya Litvak, her best friend Yekaterina Budanova and Olga Yamshchikova became "aces." The White Rose of Stalingrad was actually Lidiya Vladimirovna Litvak. Her nickname to fellow Soviet pilots was "Lilya" (Lily) and it was because of this nickname she painted not a rose but a white lily on her aircrafts.

The exact number of victories these two women had is not known. Lilya Litvak is credited with twelve confirmed but is said to have had as high as twenty. Olga Yamshchikova is rumored to have had seventeen and Yekaterina Budanova totaled eleven confirmed victories.

Little is known of Olga Yamshchikova or Yekaterina Budanova although Soviet reports say that on July 18, 1943 Budanova was flying a mission when she was attacked by two German Messerschmitts and killed. She supposedly took one of them with her during the

dogfight. Lilya Litvak on the other hand became a national heroine and there is considerably more known concerning her life before and during her military career.

Born on August 18, 1921 in Moscow, she lost her father early in life during one of Stalin's ongoing purges. Even through the stigma of having a father who was declared and executed as an enemy of the people, Litvak was able to learn to fly early on in life and made her first "solo" at the age of fifteen having learned at the Chkalov Aeroclub and eventually became a flight instructor.

Lilya Litvak's first air victories were made during her second combat mission while flying with the (male) 296th IAP. This mission was flown on September 13, 1943 and Litvak is credited with downing two German planes that day. She received her "ace" status on March 1, 1944 and was promoted to lieutenant shortly afterwards.

On March 15, 1943 she was badly wounded after downing a pair of German planes but was still able to land her plane. Within two months Lilya Litvak was back in the air and won her ninth victory on May 5, 1943. Legend has it that in the following few weeks, Litvak was shot down behind German lines twice. Once she escaped capture on foot, the other time an unknown pilot set his or her plane down and rescued her.

During this time Litvak was engaged to fellow Soviet ace Alexei Salomatin but the romance turned to tragedy when Salomatin was killed on May 21, 1943. Litvak continued flying until her 168th mission in which she was part of the escort of a bomber group. Soviet reports say a minimum of eight Messerschmitts singled out her plane and Litvak was shot down and killed near the town of Dmitriyevka. Her final two confirmed victories were tallied before she died though, all before her twenty-second birthday. The remains of her aircraft marked not only her death but also her grave.

It wasn't until May 5, 1990 that Mikhail Gorbachev acknowledged her heroism and awarded her the Hero of the Soviet Union medal, the highest Soviet decoration. It was Boris Yeltsin who officially declared Lilya Litvak a "Hero of Russia."

The Eyes of The Next Generation of Pilots:

Hannah Brock – EAA 1018039

Παππους suggested that I try to tell other kids what I like about flying. My first time that I can remember flying was FUN. It was kinda scary when I first went up. Then it felt so good.

When I went up in the air, I could see clouds, houses, horses, pools, and mountains but I had to look hard to see Moontown from the air. Everything looked better up there. The going up and down was fun, but I liked the going up the most. It was fun to be able to look down and see the tops of the clouds.

Last summer I got big enough to ride "NINGA" at Six Flags. We spent the day there and Παππους and I rode it. That was so much fun, the loops and turns, but flying in an airplane was even better. I had so much fun, that I screamed the whole way. I can't wait to do it again.

I am having fun learning how to fly Juliet-Charlie and one day I can take myself flying and go wherever I want to.

Projects Update:

Jim Harchanko

RV

www.flickr.com/photos/rvflyer03/sets/

Calendar of Events:

Aug 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sep 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sep 17-18	0730hrs	Annual Moontown Grass Field Fly-In	http://moontownairport.com/
Oct 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Nov 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 12	1800hrs	Chapter Meeting & Christmas Party	http://eaa190.weebly.com/
Dec 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jan 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 27-Apr 1		Sun n'Fun – Lakeland FL	http://sun-n-fun.org/
Apr 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Joke of the Month:

The Joke of the Month comes to us from Jim Harchanko.

Kulula is a low-cost South-African airline that doesn't take itself too seriously. Check out their new livery! And have a read about their Customer Relations.



WHAT A PITY KULULA DOESN'T FLY INTERNATIONALLY - WE SHOULD SUPPORT THEM IF ONLY FOR THEIR HUMOUR - SO TYPICALLY SOUTH AFRICAN.



Kulula is an Airline with head office situated in Johannesburg. Kulula airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining.



Here are some real examples that have been heard or reported:

On a Kulula flight, (there is no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"



On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."



On landing, the stewardess said, "Please be sure to take all of your belongings.. If you're going to leave anything, please make sure it's something we'd like to have."



"Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."



"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 Kulula Airlines."



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



Heard on a Kulula flight: "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing... If you can light 'em, you can smoke 'em."

From the Editor:

Charles P. Cozelos – EAA 468052

I too want to express my condolences to the family of Keavy Neningner. That really hit me hard. I have a special spot in my heart for young ladies who love aviation. Keavy and I only got to speak with one another a few times, but she instantly made an impression on me and I felt she would always be a great role model for any young lady wondering if they too can fly. Keavy's mother, Lisa Brunegraff has spoken with me twice about donations in Keavys memory. I had noticed in her obituary that Chapter 190 was mentioned as a place to donate. Lisa has instructed me that what she has in mind is using any funds that are donated to create and endowment that will be a seed to provide money for folks to pursue their interest in aviation. The three things Lisa mentioned were Oshkosh Academy, Aviation Challenge, and Flying Lessons. Girls will be considered, as well as boys, but boys are to be considered only when there are no girls who apply.

We will talk of this more, soon, in the future and I solicit anyone who deals with banking or matters such as this to please help. It is very important that we do this correctly. Moon-town is noted for so many things such as the airport itself, the chapters work on the Quick Flyer, but we often fail to remember how we touch young women in aviation. Jan Davis, Emily Dover and her book, Keavy, Lisa and others. Let's remember Keavy forever by assisting other young women who share her love of aviation in following that dream. Girls – Yes You Can.

Going Someplace:

If you are planning on going somewhere and have extra seats or if you are looking to find a ride and are willing to split the expenses get the word out here; For example:

Joe Hasaplane	Cessna 172	2 seats	Oshkosh July 25-31	256-123-4567
Bob Needsaride		1	Sun n'fun 3/29-4/3	256-987-6543
Sam Eatinearly	Cessna 150	1 seat	Guntersville Breakfast 12/12	256-192-8374

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