

	<h1 style="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. Coze-los, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
<p>EAA Chapter 190</p>	<p>http://eaa190.weebly.com/</p>	<p>February 2012</p>

Photo of the Month:



January Breakfast - RAIN: Planes stayed indoors; but we still had a great breakfast. – Come Join Us.

Presidents Message:

Jeff Spencer - EAA # 687437

Hello Fellow Members!

I don't know about you but for me, between the rain and work, my aviation time has been drastically reduced the last couple of months. Jamie Dodson and I were able to go up for a half hour or so early last month before the rain and low ceilings put an end to our fun. I was finally able to get in a flight up to Fall Creek Falls State Park in Tennessee last weekend. We'd just had several more days of rain and Moontown was still pretty wet – Jerry had the east end of the runway coned off. I was so glad to be able to put some time on my C172! Let's hope we get some sunshine in the coming weeks so we'll have a good turnout for our fly-in on the 18th.

I want to take this opportunity to welcome new chapter members George Martin III, Bob Wilson and William Timperley. For those that came to last month's meeting, you heard George's talk about owner-maintenance. Bob Wilson is restoring a Viking Dragonfly. Bob has invited chapter members to come see his project on February 20th at 10 am. Bob's project is at Sentry Self Storage, Unit #525, 7620 South Parkway, Huntsville. For more information on Bob's aircraft, check out his web log at <http://hiwaay.net/~bzwilson/dragonfly/>. I also want to thank Jamie Dodson and David Frank for taking on positions on the Board of Directors.

Our Chapter meeting this month is coming up on February 14th, with our monthly breakfast fly-in following on Saturday February 18th. Look on the Chapter website at www.eaa190.weebly.com for more information about the meeting agenda and more details on our program, which will be provided by Dr. Charles Patterson, an aviation medical examiner. As I understand it, Dr. Patterson is a pilot too. Any suggestions for future programs or projects for the Chapter would be welcome. Email me or George Myers, who is the Program Chairman, if you have some thoughts along those lines.

Member Spotlight:

George Martin III – EAA #

So who is the noob writing in the tech advisor column?

My name is George Martin. I'm an A&P with a little more than three years on my ticket. I am also what one might term a career student pilot. I log .2 hours here an hour there whenever someone is willing to sign off the log I am more than happy to let them.

I caught the sickness sometimes referred to as aviation at a young age. I can remember as a kid telling people that my dad was a crew chief on KC-135's. I really didn't know exactly what that was but it sounded better than "my dad's a..." just about anything. I grew up in aviation not just around it. My father has been a mechanic for more than 35 years and an A&P for near 25. When we lived in Hawaii I was the tool grabber and brake pumper on the aero club flightline. After we moved to Texas I was the hangar rat at the local flight school where I logged my first three flights before I even cared about driving. Later on I actually got paid to hang out at the airport and get yelled at by my father while he was the director of maintenance for the air ambulance back home. After that I went to college with the lofty aspiration of being an aerospace engineer, calculus is the great equalizer and so I returned home. I attended A&P School where my father is an instructor and I had grown up around most of the people that would be teaching me my trade. It wasn't easy by any stretch but the abuse was worth it. While in school I worked for the flight dept. of a large local construction company that had recently acquired NASA's last G-1. So for the next 2 years 444BC, or NASA 2 in her former life, was my baby along with the 2 other aircraft that the company operated. After I got my certificate the new wife and I went to Maryland and worked on Dash 8's at Piedmont Airlines. That was one hell of a job, long hours tight schedules but the people there were really great. While we were there I got the chance to take care of a Soviet built Yak-9 and a CJ-6. From that opportunity I have made some of the greatest friends and professional contacts that one could ask for. Recently I had a position with a company called JDI holdings. It sounds kinda boring but JDI owns the Black Diamond Jet Team; formally known as the Heavy Metal Jet Team. Not sure why the name change. But...I was in charge of establishing their first base of operations in Lancaster PA and was the lead mechanic till they decided to move the operation to better weather in Florida. So that leads me to where I am now...Huntsville AL and the Moon-

town airport. I'm looking forward to working with everyone in the future and possibly doing business with some of you as well.

Minutes of Last Meeting:

Bryan Tauchen – EAA # 651954

The meeting was called to order about 6:30 pm on 17 January 2012 at the Moontown FBO.

The treasurer (Jim Harchanko) reported that the one expense for the past month was the replacement of the water heater in the EAA kitchen. The attendance was low at the December breakfast; therefore all of the money collected went to the Buckhorn Band, per the agreement.

The young eagles chairman (Aaron Wypyszynski) reported that we have a slot reserved for a 16-18 year old at the EAA Aviation Academy. He is working on a way to select an individual to attend. We need to select a gender of the attendee by March 31. He expects to receive a report listing the available young eagle credits soon. The EAA national is developing an Eagles program to encourage adults to consider flying. Details are not yet available.

The Board of Directors reported that Joe Baldauf is moving away from the area and is resigning. Jamie Dodson has been appointed to take his place. The terms of two BOD members are expiring, George Myers and Jim Harchanko. David Frank and George Myers agreed to serve. Motion was made, seconded and passed to affirm the election of David Frank and George Myers to the BOD.

George Myers passed out a list of programs and projects proposed by the BOD. The list included possible meeting programs, projects, Fly in ideas, and potential fly out destinations.

Bob Wilson invited the chapter members to visit his Dragonfly rebuild project at his place on February 20.

George Martin presented a discussion of aircraft owner maintenance allowed in FAR 43.13.

Meeting was adjourned.

Attendees: Bryan Tauchen, Bill Perry, Charles P. Cozelos, Aaron Wypyszynski, Robert J. Wilson, Brandy Woods, Tom Michaud, George Martin, George Myers, David Frank, Andrea Atwood, Don R. Seward, Jeff Spencer, Jamie Dodson, Jim Harchanko

Treasurers Report:

Jim Harchanko – EAA # 541411

<u>Date</u>	<u>Check #</u>	<u>Description</u>	<u>Deposit</u>	<u>Check</u>	<u>Balance</u>
1/1/12		Beginning Balance			\$5,481.03
1/21/12		Breakfast (profits less than \$200 to Buckhorn)	0.00		\$5,481.03
1/25/12		Dues: \$255; EAA 190 Patches*: \$12	267.00		\$5,748.03
1/31/12		Ending Balance			\$5,748.03
	(1)	CD 1099 dividend: \$58.29 (added to savings acct)			
	(2)	*Patches are available at the EAA meetings for \$2			

Safety:

Wes Conkle – EAA # 633811

Cessnas are everywhere, and we have all flown the dependable 172 model at some point. In fact, there are several of varying ages within the chapter. For this month's article, I will look into the FAA Airworthiness Directive regarding Cessna seat track inspections.

Many of the early model Cessnas are still flying, and have plenty of hours on them. The design is excellent, and well proven, but over time, the seat tracks can begin to show wear, resulting in poor or improper engagement of the seat pin to the seat track, allowing the seat to move. This can be dangerous during takeoff or maneuvering flight, and the NTSB Aviation Accident Database backs this up. A quick search for Cessna, 'seat track' resulted in pages of reports, and I'll offer reports **DEN03LA132**, **LAX04LA020**, **ATL04LA063**, **LAX06LA192**, and **NYC08LA228** as examples of accidents related to seat tracks (note that the NTSB did not conclude that the AD would have prevented these accidents). None of these accidents resulted in fatalities, though there are cases that did.

The original AD, which was last amended in 1990, was re-released in summer of 2011 under the number AD 2011-10-09. It retains all requirements of the superseded AD, and adds new inspections of the seat rail and roller housing. It also includes more detailed diagrams in order to make it easier to comply. Despite many requests from the public, the FAA does not allow any method of opting out of the AD if a permanent fix has been undertaken (such as buying aftermarket or new components). The AD is required to be complied with at every 100 hours of flight or 12 months, and includes an estimate of costs associated with the inspection and replacement of non-airworthy parts.

The Airworthiness Directive can be found at:

<https://www.federalregister.gov/articles/2011/05/13/2011-10988/airworthiness-directives-cessna-aircraft-company-models-150-152-170-172-175-177-180-182-185-188-190#p-14>

And the NTSB Aviation Accident Database is here:

<http://www.nts.gov/aviationquery/index.aspx>

Young Eagles:

Aaron Wypyszynski – EAA # 579057

January proved to be quite the soggy wet month for us; despite this we still were able to get a few young eagles flights in. We are starting to see several kids returning from month to month looking to get their fix of flight. If you see them around, take a few minutes to talk with them and share your aviation experiences, they are eager to soak up every last ounce of aviation they can. Also there are several young eagles that are yearning for an excuse to come out to the airport. If you have a project you could use a few extra hands on, let me know and I can put you in contact with some of them.

Also, we have secured a spot at the first session of the Air Academy Advanced Camp again this year. It will be from July 17-25 this year. We are currently looking for those interested. Current thoughts are to select from the Young Eagles that have been a help to the chapter in the previous months and the CAP. If there are any other ideas please let me know. The deadline to select the gender of the candidate is March 31st.

On a final note, EAA has pushed back the start date of the Eagles Program (the adult version of Young Eagles) to this spring. Keep a watch for more information on the Eagles Program in the upcoming months. There are several people who have asked if there is a program similar to Young Eagles for those over the age of 18. If you happen to meet someone, please take note and either let me know or keep them in mind for the official program kickoff. This will be a great way to help expand GA!

Flight Advisors NotePad:

George Martin III – EAA #

Mechanic's Language

In a split second, I went from new member to Technical Advisor which has come with the responsibility of a monthly article. I have been pondering what to write ever since that fateful November meeting. A long and humorous trip down memory lane with my mentors invoked the hot topic of effective communication between the pilot and aircraft mechanic. My mentors have been gruff, grumpy, old mechanics with a tendency to curse pilots for a lack of attentiveness to their steed or the inability to communicate what could be wrong with it. One can assume that mechanics and pilots have been having issues communicating since the days of the Wright brothers. Have you ever left an encounter with your mechanic feeling as if you have been grilled by a lawyer? Woe to you who did not return with at least RPM, manifold pressure, cylinder head temp, etc..

One of the keys to communicating with your mechanic is knowing what information they are looking for to diagnose the issues you bring them. Mechanics like descriptions, numbers, conditions, changes and most of all specificity. Aren't you paying the mechanic to find all of this out? Yes, you are, and it is expensive. If you provide adequate information, you could potentially knock a couple hours off your shop bill and the need for an extra flight to discover these answers.

Taking an interest and learning the inner workings of your aircraft can also lead to meaningful discussions with your mechanic and possibly information to maximize the performance of your aircraft or minimize future issues. My best example of this comes from my friend Dale Snodgrass. In the F-14, there are three circuit breakers that when pulled turn a turkey into a tomcat. Two of the breakers are attached to a system in each engine that restricts thrust output to keep the engine from compressor stalling in high AOA maneuvers. Pull the breakers and fly the aircraft within its performance envelope and you gain 500 or so lbs of thrust per engine. The other breaker controls a motor that extends the last section of flaps when full flaps are selected. This last section, used mostly during landing creates more drag than lift, but with the breaker pulled the "drag flap" doesn't extend. In a decelerating turning fight, it turns those sleek jet wings into piper Hershey bars and with that comes a huge turning advantage against certain smaller single engine fighters. My point is; this was something that Dale discussed with his maintainers to make sure that it wouldn't kill him or hurt their plane. I can safely assume that this tactic works because he has never lost a dog-fight.

Learn to communicate effectively with your mechanic and garner knowledge about how your aircraft works and is built. You never know when you may need to fish under the console for a broken cable or mess with a jack screw in flight. You might even save a few dollars, which we all know you would rather spend on fuel.

If you have any questions or suggestions for future topics please e-mail me at george.martiniiii@yahoo.com

Thanks for reading.

Flying Crystal Ball:

George Myers – EAA #

In 54 years of flying, I often heard people say that they would love to fly but it is too expensive. I always thought that if a person really wanted to fly bad enough, they would find the money. Now the Obama Administration has found a way to end private flying in the U.S. for all but the very wealthy, destroy aircraft production and suppliers, and close airport FBO's. In the Obama proposal might still allow flying in Class E and G airspace as long as we do not use flight following or flight plans and the safety that those services provide. We could not fly to a controlled airport. My distain for this Administration exceeds my ability to express myself. See the following story by Sarah Brown.

White House: 'Why we need aviation user fees'

By Sarah Brown

After almost 9,000 people urged the president to take damaging aviation user fees off the table, the administration on Jan. 13 offered its response: No way.

On the White House's "We the People" website, Office of Management and Budget Associate Director for General Government Programs Dana Hyde reaffirmed the Obama administration's commitment to a proposed \$100-per-flight fee for use of air traffic services, claiming that the fee would both "ensure that everyone is paying their fair share" and help reduce the deficit.

"We are disappointed but not surprised that the administration continues to seek a \$100 user fee on general aviation flights," said AOPA President Craig Fuller. "Congress has repeatedly said that a GA user fee is an unacceptable method of funding the air traffic system. Pay at the pump has worked since the dawn of powered flight and it still works. The last thing we need right now is to create an expensive new bureaucracy to fix what isn't broken."

AOPA member Kevin Mossey of Marion, Iowa, [started the petition](#) Sept. 23 in response to a White House [deficit-reduction proposal](#) that would impose a \$100-per-flight fee for flights in controlled airspace. The petition pointed out that the existing system of revenue generation, collected through excise taxes, allows more of the revenue collected to go toward the operation of the air traffic control system. It also explained that fuel taxes more accurately reflect the amount of ATC services, "as a flight from NYC to LA will require more controller time than a flight from NYC to Boston."

The petition gained 8,904 signatures—well more than the threshold at the time for earning a response from the White House.

In the response, Hyde said the administration wanted to make sure that those who benefit from the airspace system share the costs equitably.

“For example, under current law, a large commercial aircraft flying from Los Angeles to San Francisco pays between twenty-one and thirty-three times the fuel taxes paid by a corporate jet flying the same route and using the same FAA air traffic services,” according to the response.

Really? Paying the 21.9-cents-per-gallon tax on noncommercial jet fuel, operators of a Gulfstream IV business jet would pay about \$87 in fuel taxes. The commercial jet fuel tax is 4.4 cents per gallon; even with a much higher fuel burn, operators of an Airbus A320 would pay about \$68 in fuel taxes. AOPA maintains that GA is willing to pay its fair share into the system—but payment shouldn’t be based on faulty calculations.

A loose grasp on the workings of the aviation system also revealed itself in the ambiguous language of the proposal: It would exempt flights outside of “controlled airspace,” but doesn’t define the term. (Is Class E “controlled”?) The original proposal also would exempt “recreational piston aircraft,” a nebulous distinction. The response to the petition refers instead to exempting “all piston aircraft,” among other categories—but no segment of aviation can count itself immune once the bureaucratic structure for user fees is introduced. User fees bypass congressional budgeting processes and can be raised or expanded at will. AOPA holds that GA should pay its share using the time-tested funding system that has supported the National Airspace System for years.

3M5 NOTAMs:

Jerry Barnett – EAA # 1005123

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

Thoughts:

Jamie Dodson – EAA # 1025923

Old Aviators and Old Airplanes....

This is a good little story about a vivid memory of a P-51 and its pilot, by a fellow who was 12 years old in Canada in 1967. It was to take to the air. They said it had flown in during the night from some U.S. Airport, the pilot had been tired.



I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled

old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe."

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" I later became a fire-fighter, but that's another story. The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.



Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the

lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose---something mighty this way was coming. "Listen to that thing!" said the controller.



In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.





We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston."

"Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?!" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, Kingston, do I have permission for a low level pass, east to west, across the field?"

"Roger Mustang, the circuit is clear for an east to west pass."

"Roger, Kingston, I'm coming out of 3000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, - a high-pitched whine, - a muffled screech, - a distant scream, - a guttural roar.



Moments later the P-51 burst through the haze. Her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.



At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.



Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory. I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will. Until that time, I'll just send off this

story; call it a reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.



WE ARE: "Life, Liberty and the Pursuit of Anyone Who Threatens It"

In God We Trust.

Thanks,

An American

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

We are going to Texas for Spring Break. I got to thinking about the trip and the time in the car. I like going on trips, but it takes so long. It seems like it takes days to get there. It's fun, but if I could fly my family there, it would be so much better. Although it's ok in the car, it would only take a few hours in a plane. I get to see a lot of things in a car but it's different in a plane.

On the ground, I see, people, houses, cities and horses. In a plane I see lots of houses, the roads below, mountains, rivers, lakes, farms, trees, and all the people riding in their cars. It looks like they are going so slow. I get to go faster than 100 miles an hour in the plane, and we go straight there.

One thing I don't like is bad weather. Sometimes it scares me. In a car I can't see it coming till it gets to me. If we were up in a plane I could see the eye of a tornado or the eye of a hurricane or a storm. I think it's pretty to look at clouds in a plane, from on top of them they are so pretty. If I could see a storm coming, I could go around it. I would like to do that rather than have to go through it.

I think I will miss the Breakfast while we are gone, but I can't wait for the next one. When I get back I can tell you about what I got to do.

Projects Update:

Jim Harchanko
Bob Wilson

RV
Dragonfly

www.flickr.com/photos/rvflyer03/sets/
<http://hiwaay.net/~bzwilson/dragonfly/index.html>

Calendar of Events:

Feb 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 20	1000-1300	Bob Wilson's Hanger – Sentry Self Storage - 7620 S Memorial Pkway, #525 256-652-3618	
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/
June 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
June 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
July 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 23-29		Oshkosh – AirVenture - 2012	http://airventure.org
Aug 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sept 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sept 15-16		Annual Moontown Grass Field Fly-In	http://moontownairport.com/
Oct 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Nov 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 12	1800hrs	Chapter Meeting & Christmas Party	http://eaa190.weebly.com/

Joke of the Month:

I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part.

— Lt. Col. John Wittenborn, USAFR.

I do not use airplanes. They strike me as unsporting. You can have an automobile accident—and survive. You can be on a sinking ship—and survive. You can be in an earthquake, fire, volcanic eruption, tornado, what you will—and survive. But if your plane crashes, you do not survive. And I say the heck with it.

— Isaac Asimov, quoted in J. Winokur's *The Traveling Curmudgeon*, 2003.

It was 1977 and we were on an old DC8 Air Ceylon coming in to Colombo, Ceylon from Bangkok. The landing approach was pretty bumpy, but the biggest bump was saved for when we hit the tarmac - a massive shudder and shake - at least I hoped it was the runway.. We were soon however airborne again and climbing steeply when a voice with a heavy Indian accent came over the PA as follows:

“I am sorry about the landing ladies and gentlemen, the pilot will now take over.”

— Tim Stuart, Great Aviation Quotes reader.

Up in the Himalayas where we had been stranded for days. Each day we would head down to the airfield only to be told the plane could not take off. Finally on a day the weather was slightly better the chief of police informed us as follows:

“The allocated pilot for today is the best pilot in Nepal, don't worry, he will take the risk.”

— Tim Stuart, Great Aviation Quotes reader.

Angels can fly because they take themselves lightly.

— G. K. Chesterton, 'Orthodoxy,' 1908.

Eagles may soar, but weasels never get sucked into jet air intakes

— Anon.

I used to dream about being an astronaut. I just never had the grades. Or the physical endurance. Plus I threw up a lot and nobody liked spending a week with me.

— Philip J. Fry, 'Futurama' TV show 'The Series Has Landed.'

Space is big. You just won't believe how vastly, hugely, mind-bogglingly big it is. I mean, you may think it's a long way down the road to the drug store, but that's just peanuts to space.

— Douglas Adams, 'The Hitchhiker's Guide to the Galaxy.'

The ships hung in the sky in much the same way that bricks don't.

— Douglas Adams, 'The Hitchhiker's Guide to the Galaxy.'

Muhammad Ali: “Superman don't need no seat belt.”

Flight Attendant: “Superman don't need no airplane, either.”

— quoted by Clifton Fadiman, 'The Little, Brown Book of Anecdotes,' 1985.

I am not afraid of crashing, my secret is . . . just before we hit the ground, I jump as high as I can.

— Bill Cosby

Hey, everybody — watch this!

— Every redneck cropduster's last words

This is an especially good time for you vacationers who plan to fly, because the Reagan administration, as part of the same policy under which it recently sold Yellowstone National Park to Wayne Newton, has "deregulated" the airline industry. What this means for you, the consumer, is that the airlines are no longer required to follow any rules whatsoever. They can show snuff movies. They can charge for oxygen. They can hire pilots right out of Vending Machine Refill Person School. They can conserve fuel by ejecting husky passengers over water. They can ram competing planes in mid-air. These innovations have resulted in tremendous cost savings which have been passed along to you, the consumer, in the form of flights with amazingly low fares, such as \$29. Of course, certain restrictions do apply, the main one being that all these flights take you to Newark, and you must pay thousands of dollars if you want to fly back out.

— Dave Barry, 'Iowa — Land of Secure Vacations.'

As you know, birds do not have sexual organs because they would interfere with flight. [In fact, this was the big breakthrough for the Wright Brothers. They were watching birds one day, trying to figure out how to get their crude machine to fly, when suddenly it dawned on Wilbur. "Orville," he said, "all we have to do is remove the sexual organs!" You should have seen their original design.] As a result, birds are very, very difficult to arouse sexually. You almost never see an aroused bird. So when they want to reproduce, birds fly up and stand on telephone lines, where they monitor telephone conversations with their feet. When they find a conversation in which people are talking dirty, they grip the line very tightly until they are both highly aroused, at which point the female gets pregnant.

— Dave Barry, 'Sex and the Single Amoebae.'

Our headline ran, "Virgin screws British Airways." We'd have rather preferred 'British Airways screws Virgin,' but we had to run with the facts.

— News Editor, 'The Sun' newspaper.

Firewall: (1) The part of the airplane specially designed to allow all heat and exhaust to enter the cockpit. (2) The act of pulling 69 inches of manifold pressure, out of an engine designed to pull 60.

— Bob Stevens, 'There I Was.'

If God had meant man to fly, He would never have given us the steam railway locomotive.

— A Great Aviation Quotes reader's late great aunt.

If God wanted us to fly, He would have given us tickets.

— Mel Brooks

If God had intended man to fly, He would not have invented Spanish Air Traffic Control.

— Lister, in the BBC TV series, 'Red Dwarf.'

If God had meant Icarus to fly, he would have given him a cloudy day.

— Leon M. Wise

If God had really intended men to fly, He'd make it easier to get to the airport.

— George Winters

From the Editor:

Charles P. Cozelos – EAA # 468052

OK, who's the MET Officer of this organization? I don't remember such a long spell of dreary weather in many many years. Great if you need to accumulate IFR time, but most of us don't have a special need for that.

I am getting the feeling we will look back on this year as a defining year for aviation and 190. There are many things in the works that will be put on the schedule in the next few weeks. Activities as well as outings abound between now and September. Oh, yea, September, weather permitting, it could well be a record breaking year for the *Annual Moontown Grass Field Fly-In*. Also, I hope you noticed and read the **Flying Crystal Ball** above in this months PROPWASH. This month, by George Myers, points out how we are at a crossroads and need to step up to the plate. Don't sit idly by and just take it. Do something or you can tell your grandchildren what aviation was like, but they will be unable to comprehend because it could become as foreign to them as an 8-track cassette.

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
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*Alan Warfield	Auto	4 seats	LSA Convention – Sebring FL	662-869-1492

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 Fabric Covering	Brandy & Thomas Michaud	785-250-0873
Aircraft Maintenance	Southeastern Aircraft Rebuilders, Inc.	256-852-9781
Literature	http://www.nickgrantadventures.com	
Pressure Cleaning	ReNew-it	256-682-0251
Aircraft –Jon Moore's	Contact Will Good willybears@yahoo.com	256-509-9459



**EAA Chapter 190
Membership Data Form
For The Year 2012**



We invite you to join your fellow aviator enthusiast in advancing the spirit of flight. We support the local community through public displays and fly-ins, our kids through the Young Eagles Program, and aircraft builders and pilots through various programs. We want to thank all of you who have supported our Chapter over the years and would appreciate your continued support.

Per our Chapter By-laws, membership dues for the calendar year are due in January. New members joining during the year may prorate the annual dues (\$15) for the remaining number of months in the calendar year. Full privileges require National EAA membership. Applications for EAA National can be completed on-line at www.eaa.org. For current and new members, **please update our database each year by filling out the membership form below and send it, along with your check for \$15.00 (payable to EAA Chapter 190), to our Treasurer:**

Jim Harchanko
9602 Todd Mill Rd
Huntsville, AL 35803

For questions, call (H) 256-881-5077, or harchanko1@att.net.

NEEDED

Name: _____

Home Address: _____

City / State / Zip: _____

Home Phone: _____ Home Email Address: _____

EAA Member Number: _____ Expiration: _____

NICE TO KNOW, BUT OPTIONAL

Work Name / Address: _____

City / State / Zip: _____

Work Phone: _____ Work E-mail Address: _____

Do You Have an Airplane / Project? Model / Year / How Far Complete / Comments? _____

What Would You Like EAA 190 To Do This Year? _____

Application for membership brings with it a degree of commitment of your time toward the betterment of sport aviation and the Chapter. Be prepared to help. Thank you!