

	<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. Cozelos, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
<p>EAA Chapter 190</p>	<p>http://eaa190.weebly.com/</p>	<p>October 2012</p>

Photo of the Month:



Goodbye George, you are so missed.

Presidents Message:

Jeff Spencer - EAA # 687437

Hello Fellow Members!

Our annual fly-in was a resounding success on every level but one – the tragic loss of fellow member and friend George Myers, as well as his passenger Chris Schmitt. The Young Eagle volunteer pilots and ground volunteers worked hard both days and were able to fly 223 kids over the two days. The count of fly-in aircraft on Saturday was over 100. We sold out the Saturday evening banquet for the first time in a long time. Thank you all for contributing your talents and time to all the planned events of the fly-in weekend, as well as the planning and execution of George’s memorial service the following Friday.

As you also know, at least in the near term, Jerry Barnett has told us that he and his insurance company have issues to resolve regarding the monthly fly-in breakfast. They consider it an “event” that requires special insurance, Jerry doesn’t agree. He hopes to have the issue resolved by next month. We hope so – I just cannot fathom not having a fly-in breakfast at Moontown Airport. We will still plan to have our monthly chapter meeting at Moontown on October 16th at 6:30 pm. We will spend some time talking about the fly-in and capture any lessons-learned and improvements that can be made for the future. We may also have a cookout of hot dogs and hamburgers and view some photos from the fly-in. I will post more about this on the web site and on Facebook.

Finally, George’s loss was a stark reminder to us of how unforgiving piloting an aircraft can be. I do not know the cause of the crash; however, I do know it happened in an instant. If it can happen to him it can happen to us too. Strive to never take anything for granted, never let complacency creep in, never let your guard down for even a moment. I considered George one of the most safe pilots I’ve even flown with and now he is gone. I still can’t believe it. God bless his family and friends – we miss him.



Member Spotlight:

The Following is a reprint of the Member Spotlight from the March 2010 issue of PROPWASH

I was born in Morgantown, West Virginia on June 26, 1938 and lived in WV until September 1959. I earned tuition money by working for 18 months at ORMET, an aluminum reduction mill, and then moved to Inglewood, CA to attend Northrop Institute of Technology. I achieved a BS degree in Aeronautical Engineering and later earned a MS in Engineering Mechanics and Material Sciences at the University of Central Florida. I took my first airplane ride at Morgantown Airport with my uncle Ken when I was less than two years old, soloed at age 18 and earned my private license at age 19. I worked at Morgantown Airport as a line boy, field mower, and all around handy person. I joined Civil Air Patrol and eventually earned top honors as a cadet. I was in CAP for 18 years, serving as Cadet Squadron Commander, Encampment Commandant of Cadets, was outstanding cadet in WV Wing, attended a foreign exchange in Norway, was a member of the first National Cadet Advisory Council, was Huntington Beach, CA Squadron 91 Commander, and Orange County Group 13 Commandant of Cadets. I had a nomination to the Air Force Academy through CAP but could not pass the flight physical and therefore was not accepted.



George, Father and Uncle Ken's T-Craft



Outstanding CAP Cadet Trophy presented to George Myers by WV Wing Commander

My first engineering assignment was at Douglas Aircraft Co. as an aerodynamics engineer on the A-4E Skyhawk. I moved on to Douglas at Huntington Beach as a stress analyst on the Saturn Rocket third stage and Skylab and was a member of the Saturn Apollo launch team at KSC through Apollo 10. I returned to Douglas Aircraft Long Beach as a Stress Analysts on the DC-10 Aircraft. The next part of the journey was a move to Orlando, Florida in 1971 to work for Martin Marietta Aerospace as Mechanical Integration Leader and stress analysts on a hypersonic integral rams jet rocket missile that never went into production. I came to Huntsville in 1985 to work at Teledyne Brown doing Space Shuttle payload integration. I finished my engineering career as a stress and thermal analysts at Chrysler Huntsville Electronics. There were some other short assignments at MSFC, AMI in Colorado Springs, Harris in Melbourne, FL, Michoud, LA, and Iuka, MS.

I met Shirley in New Martinsville, WV on a New Years Eve 1958 blind date just before I went to work at ORMET. We were married in La Mirada, CA on September 23, 1960. (OK folks, if you're paying attention this means 50th anniversary is right around the cor-

ner). She hired on as a secretary at Space Technology Labs while I attended school and worked at Hawthorne Community Hospital. We adopted two children, Robert in 1965 and Amy in 1967, and now have five grand children (two adopted) and one great-granddaughter.

We purchased our first airplane, a Luscomb 8-E, in 1964 and I flew it from California to KSC when we made that move and flew it back as far as San Angelo, TX when I returned to California. I had to leave it there due to bad weather but an airline pilot friend finished the delivery later. I purchased the Mooney in partnership in 1972 and bought my partner's shares when we moved to Alabama. The L-16B that I helped to restore was one of the planes that I took orientation rides in as a CAP cadet and later flew as a senior member.

Moontown Airport was offered to me by Buz Barton when he was ill with cancer. He agreed to help Shirley and I get organized but passed away before he could do that. I mortgaged my Mooney for a down payment and Shirley and I took ownership on January 1,

1990, too early for me to retire, so we subleased it until 1994. Since then the airport has had enough income for us to hire a staff while Shirley and I handle the bills, payroll, taxes, Government paperwork and everything else necessary to manage the operation. We also pitch in with upkeep chores. The airport has allowed me to continue the kind of flying that I like, using the Mooney for vacations and to visit family in Florida and West Virginia. We have flown it from coast to coast, to Canada and the Bahamas. I use the L-16 and the Yak for EAA Airventure, SNF and air shows when invited. I plan to keep doing this until my body and/or mind stops me. Keeping a privately owned public use airport in operation is not an easy task but I enjoy the challenge. Shirley calls it my dream and her nightmare. I joined EAA Chapter shortly after purchasing the Airport, have served as program chairman, VP and President. I no longer serve an official position but do organize the annual fly in.

I was asked to give some "sage advice". There is a lot of talent around Moontown and egos bigger than mine. I don't usually offer advice out of respect for our customers. If asked by anyone, I offer suggestions based on my 72 years of living on this fine planet and I offer help where I can.

I could probably write a book about our lives but I don't know who would want to read it. I had no idea that life could be so good for a couple of middle class kids from the river valleys of West Virginia. We have worked for great companies and on interesting and important projects. I have met some of my aviation heroes and many other interesting aviators, engineers and leaders. Life is good.



Shirley at Epp's 4th of July Celebration



George and Great Granddaughter Camryn

Minutes of Last Meeting:

Bryan Tauchen – EAA # 651954

EAA 190 Chapter Meeting – 9/11/2012

The meeting was called to order 6:30 pm at the Moontown FBO.

The secretary and treasurer reports are posted on the web page. No amendments were proposed.

Aaron Wypyszynski reported that 13 Young Eagles were given rides at last month Fly In. Nine Young Eagles were flown in the special event for a home school group.

Wes Conkle reported that he is still working on improving the steps to the advisory tower.

The golf cart donated to the chapter is not in running condition. George Martin agreed to look at and attempt to repair.

George Meyer reviewed the Fly In preparations and task assignments.

Meeting was adjourned.

Treasurers Report:

Jim Harchanko – EAA # 541411

Date	Check	Description	Deposit	Check	Balance
		Beginning Balance			\$23,091.56
09/12/2012	1061	Robert Friend---radio batteries		\$111.18	\$22,980.38
09/13/2012	1062	Fuel City---propane		\$21.59	\$22,958.79
09/15/2012	1063	George Myers---Robin Rents tables, chairs		\$291.12	\$22,667.67
09/15/2012	1064	Bubba's Catering---food for banquet		\$1,512.60	\$21,155.07
09/16/2012	1065	Jamie Dodson---Annual Fly-in water		\$9.67	\$21,145.40
09/16/1012	1066	PBS Services---portapots for fly-in		\$150.00	\$20,995.40
09/16/2012	1067	William H. Perry---stakes and ribbon		\$221.89	\$20,773.51
09/17/2012		Net Sat. breakfast 622 (1656 gross, 412 exp, 1244 total profit), Banquet tickets 1575, net Sun. breakfast 280, New members 10--Clarence O. Hauck, Geoffrey J. Jeram	\$2,487.00		\$23,260.51
09/24/2012		YE memorials for George/Chris: \$100 ea. (Dale Rybick); YE memorial (cash): \$40 (Buckhorn)	\$240.00		\$23,500.51
09/26/2012		YE memorial for George: \$100 (Keokuk L-bird Convention)	\$100.00		\$23,600.51

pending		YE memorials for George/Chris: from Mrs. Mary Mckinley	\$100.00		\$23,700.51
pending		YE memorial for George from James & Betty Myers	\$100.00		\$23,800.51
pending		YE Memorial for George from J.F. Morgan & Sons	\$75.00		\$23,875.51
pending		YE memorial for George from Harry Myers	\$50.00		\$23,925.51
pending		YE memorial for George from George & Doris Epps	\$100.00		\$24,025.51
pending		YE memorial for George from Chris- topher & Lucille Evans	\$50.00		\$24,075.51
pending		YE memorial for George from Ms. Barbara Roberts	\$25.00		\$24,100.51
pending		YE memorial for George from Rose- mary Latham	\$25.00		\$24,125.51
		Ending Balance			\$24,125.51

Safety:

Wes Conkle – EAA # 633811

Young Eagles:

Aaron Wypyszynski – EAA # 579057

This year's fly-in saw another great turnout for our yearly Young Eagles Rally! A huge thanks goes out to all of our Volunteers! It would not have been possible without you. Our setup and organization helped keep registration flowing without a hitch. Despite a nearly 50-person backup during the peak of Saturday morning, the longest wait was less than an hour thanks to the hard work of our pilots and ground volunteers. Even though two aircraft were grounded temporarily for maintenance, Saturday was still one of the best days since I have started working with the Young Eagles program.

A few Stats from this year's rally:

- Total Kids Flown: 223! (we had 208 last year)
- 73 of the kids have flown as a YE before, which means that we reached out to 150 new kids!
- 32 kids signed up to get on our YE email list
- We had people from as far away as Birmingham who came up just for a Young Eagles flight

I hope to keep the momentum moving forward in the coming months by keeping in touch via our YE email list. I will be emailing them about chapter events and activities around the airport. If you have an event or any ideas for an event that might be good for some or all of the YEs, please let me know. I hope to see more of them around the airport and helping out at chapter events.

Thank you again to all of the volunteers!

Registration Support: Sharon, Becky, Susan, Julie, Clarence

Preflight Support: Nate, Wes

Pilots (kids flown): Todd (60), Jeff (56), Bryan (41), John (39), Paul (25), Wes (2).

Thanks again for all your help!

Flight Advisors NotePad:

George Martin III – EAA #

3M5 NOTAMs:

Jerry Barnett – EAA # 1005123

Thoughts:

Jamie Dodson – EAA # 1025923

*The daredevil pilots of Colombia
Pilots fly through storms over the jungle along one of the most per-
ilous air routes in the world to deliver supplies.*

It is one of the most perilous air routes in the world. Colombian pilots fly through storms in decrepit planes over dense forests to deliver food and goods to villagers isolated from the rest of the world.

Jumping off point is Villavicencio, a city in the foothills of the Andean Cordillera. The destination is any one of the number of native Indian villages scattered throughout the jungle, cut off from civilization.

The plane's arrival in the villages is a major event. It stops here only once or twice a month, its cargo comprising vegetables, beds, dogs, chicken, TV sets.

Colombia, DC3s operate more like rural buses.

Somewhere over Colombia, high above the Amazonian rainforest near the borders with Brazil, an old DC3 prop plane is caught in a violent tropical storm.

No visibility. Radio silence. Undoubtedly flight 30-37 is in trouble. Captain Raul tries to stabilize the twin-engine plane to bypass the worst of the storm.

'Green hell'

"It's dangerous. The slightest problem and the plane will just fall out of the sky!" Captain Raul, DC3 pilot

But the greatest danger is not the storm or mechanical faults. It's the jungle 2,000m below: the Amazon. A green hell.

There is no space for emergency landings in the Amazon, an impenetrable jungle twice the size of Texas. That is also the pilot's greatest fear. Any breakdown means the plane could crash.

Several dozen planes have vanished into the dense jungle, swallowed up by the vegetation.

Either divine intervention or Captain Raul's skills has successfully steered the plane clear of the storm. The passengers arrive as scheduled at Acaricuara, a small Indian village.

The runway, or what passes off for one, is in view. There is no control tower here. Everything is done the old-fashioned way as it was back in the 1920s and 30s – on intuition, judgment and experience.

The landing zone is slippery and pitted with holes. And it's also way too short. Pilots need to be able to land virtually where the runway begins.

About 100 people live in Acaricuara. Without the DC3, the village would be completely isolated and getting enough food would become a problem. There are other alternatives like the river, but it is too complicated and would take a much longer time.

"If the plane didn't come here people starve to death," says Camargo.

Captain Raul never spends more than 15 minutes on the ground. Just long enough to unload. He wants to steer clear of the crowds of children who get in the way during takeoff, but mainly to avoid having to fly at night.

"Kids don't realize the danger. They run around playing on the landing strip. I have to take great care when they scatter around the plane," the captain says.

For the return flight to Villavicencio, the plane will fly over the jungle again but the passengers are not comfortable. Chances of survival are slim if they crash. After the two-hour flight, Villavicencio appears below, at the foothills of the Andean Cordillera.

DC3s like the one flown by Captain Raul are the stuff of legends. There are still about 100 that fly regularly. They were first built more than 70 years ago, and have survived war and old age.

"During the war the flight data wasn't recorded. It only began when we started taking passengers and freight, when civil aviation began. I think it was updated in 1962, according to this panel," Captain Raul says.

In truth, Captain Raul doesn't know his plane's exact age and there is no date written anywhere. The DC3s are one of the few models capable of dealing with the conditions of flying in the Amazon jungle.

Ancient fleet

There are 30 still operational in Colombia, with Villavicencio as the world's capital of these ancient aircrafts. Half the planes are always grounded for repairs.

Jose is one of the mechanics working on the grounded Flight 1149 plane owned by Sadelca airline, the only plane with two on board mechanics.

Eighteen months earlier, he was on board the same plane when it was forced to make an emergency landing in a rice field 5km from Villavicencio.

"The left engine's cylinder had a problem. It spluttered and then just stopped. We had cargo and 15 passengers on board. We opened the emergency exit and threw out all the cargo. Then the other engine shut down, the pilot decided to try landing in a [paddy] field," Jose says.

"We landed OK, but the propellers were destroyed and the undercarriage was ripped off... but we survived!"

Now, the same engine is playing up again.

"In the USA, to fix the pump they take out the entire engine. In Colombia we're quicker, we fix it right there and then!" Jose says.

Flight 1149's Captain Fajardo downplays the breakdown, calling it "a routine maintenance and a slight adjustment in the engine". "Nothing serious," he says.

But the repairs are taking longer than expected and the passengers are getting uneasy. Five hours later and after much hesitation, the flight is cancelled.

"There's always a problem! There's always something wrong. Two weeks ago, there was an accident on a Sadelca plane when the propeller broke," a couple of female passengers were saying. "People were stranded in the middle of the Amazon for a week!"

Risking storms

Meanwhile, Captain Raul and his co-pilot Maria will not be flying either because of the storm. But no flight means no pay. Company rules.

"If we don't fly we don't get any wages. So the more we are airborne the better. We don't get a penny for just sitting around," says Captain Raul.

He is paid far less than a regular airline pilot but he still has heavy responsibilities, having to organize the flight and to find passengers.

"Flights are ad-hoc. There's no real flight schedule with departure times on any given day. We need to get enough cargo or passengers and when it's full, off we go," says Captain Raul.

Despite the unpredictable weather, Captain Raul decides to fly. The pouring rain may have penetrated the petrol tanks, something that could cause the engines to shut down in mid-flight.

The pilot and Pablo, the shipping agent, begin haggling over the payload. Pablo tries to lie but Captain Raul is keeping an eye on him. The captain will not fly at all if the plane has more than 1.5 tones on board.

"It's dangerous. The slightest problem and the plane will just fall out of the sky!" says Captain Raul.

"That's why we have to watch the weight of the cargo, because if something breaks down, we'll have enough time to keep flying to be able to jettison any superfluous loads, so we can complete the flight".

With fuel kept to a minimum, each extra kilo counts. Too much fuel and the plane will be too heavy to take off. If too little, it could mean crashing into the Amazon.

Miraflores, their next destination, is located about 1.5 hours from Villavicencio. It is a small town in the middle of the Colombian jungle. The landing strip is its main thoroughfare.

Until recently, Miraflores was notorious for being a drugs capital, under the control of cocaine traffickers and the FARC (Revolutionary Armed Forces of Colombia) rebels.

Quick fix

Back at the Sedelca repair hangar in Villavicencio, the mechanics have fixed Flight 1149. But it will be tricky to fix the engine back onto the wing and make sure it runs smoothly.

Captain Fajardo will take the plane up for a test flight. He's been flying DC3s for seven years and knows the plane well. He was the one who crash landed in the rice field 18 months earlier. He meticulously checks everything before takeoff.

Everyone focusses on the port engine. Suddenly the starboard engine stops, then restarts. There is a slight panic inside the plane but it can fly perfectly well even with just a single engine. The pilot decides to land quickly.

"I'm just checking [the] fuel pressure. It's OK. A bit low but we can fix that," says Captain Fajardo.

And the DC3 is soon airborne again.

In Villavicencio, Captain Raul and his crew are carefully preparing their next flight. The storm has finally ended. But the pilot is uneasy. He will have to land on one of the most dangerous landing strips in Colombia. And it is his first time.

"Everything has to be worked out, approach speed, the precise place where the wheels must touch down." "[If something goes wrong], we'll crash or spin off the runway... next to which is a ravine!" Captain Raul explains.

The ravine at the end of the runway is 80 meters deep. And the plane will have on board 1,800 liters of highly-combustible fuel. One short circuit, one spark, a violent bump could blow everything up.

"It's always nerve-wracking, especially the landings. When I see we're running out of air-strip and the brakes are on full and we start to slide left and right," says Maria. "It just keeps going, there's nothing we can do about it."

But at least for the foreseeable future, Colombia's ancient fleet of DC3s is likely to keep flying for some time to come.

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

I want to talk about the fly-in. The fly-in was fun because my family was there and we had steaks and ribs. Παππους makes the best ribs and steaks. It was really fun because my cousin came and I got to show her all the stuff at the airport and seeing people and serving bottles. My mom and dad got to work parking planes. It was fun to watching them learn to do that.

It was hard to get there because I had to get home and get my stuff ready. When we got to the airport we got all our stuff and put it in the tent. Παππους and I set the stuff where it went in the tent. Sleeping in the tent was fun. The next morning when I woke up I tried to wake McKenzie but she was passed out. I passed out too, Παππους woke me up again and I got to get up.

I was ready for a new day. We went in the golf cart and went to the FBO for breakfast. People were already showing up, it was getting crowded. I ate breakfast and then I went over and worked in the pilot welcome tent. We served water and gave out cards with information on them, like how to get gas if they needed it.

I saw lots of airplanes and saw the Mosquito helicopter. I then had to go for my flying lesson, the fly in was so fun, I just couldn't concentrate. All day long there were so many neat planes and things to do. I enjoyed so much watching the Yaks start up and go out together and fly overhead together. They are so big and powerful.

That night we went to the dinner in Mr. Myers hanger. It was a lot of fun. There was a band there playing music. We ate dinner with the other girls in the chapter and had a good time. When Mr. Hickum started to talk, he was good but I just got too tired and had to go home. I think it was the best fly in yet it was awesome and I can't wait for the next one.

Projects Update:

Jim Harchanko	RV	www.flickr.com/photos/rvflyer03/sets/
Bob Wilson	Dragonfly	http://hiwaay.net/~bzwilson/dragonfly/index.html

Calendar of Events:

Oct 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 20		NO Fly-In Breakfast at Moontown this month.	
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/
Dec 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jan 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/

May 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jun 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jun 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jul 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Aug 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sep 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sep 21-22		Annual Moontown Grass Field Fly-In	http://moontownairport.com/
Oct 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 19	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 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Dec 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

From the Editor:

Charles P. Cozelos – EAA # 468052

This has been a pivotal month for the chapter, and the airport. As I've said to many, with the passing of George, I can hear a sucking sound from the vacuum he leaves behind. It was easy to forget how much he was doing and all he was involved in until he's gone. Now many of those things will have to be picked up by many others. That in itself is quite a tribute to a man, that he was doing so much in so many areas. When I heard of the accident, I had to pull out my old log book and see how long I knew George. 20 years, na, no way. I can't understand where the time went.

George; I will miss you.

As Always:
Fly Safe & Learn Something New

Happy Halloween



How Pumpkin Pie is Made

Donation to the Chapter – Books for sale:

Paul Jacobs has donated some books to the chapter. The thought is that if someone wants one, you can buy it with the proceeds going to the chapter. The books are listed below. If you are interested in any of them, contact any of the chapter officers.

Our Wings Grow Faster	Grover Loening	1935
The Aircraft Treasures of Silver Hill	Walter J. Boyne	1982
US Air Force in World War II	Thomas A. Sieftring	1977
Flying Old Planes	Frank Tallman	1973
Moments of Terror the Story of Antarctic Aviation	David Burke	1973
Fair Weather Flying	Richard L. Taylor	1974
Aircraft Performance	Richard L. Taylor	1991
Human Factors	Richard L. Taylor	1991
Pilot Proficiency	Richard L. Taylor	1991
Aviation Weather	Richard L. Taylor	1991
Congested Airspace	Richard L. Taylor	1991
Instrument Operations	Richard L. Taylor	1991

Aircraft Systems
Men In The Air

Richard L. Taylor 1991
Brandt Aymar 1990

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 – 1/3 Share Piper Warrior	Bryan Tauchen	256-852-7505
Aircraft –Jon Moore's	Contact Will Good	256-509-9459
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 Pressure Cleaning	256-682-0251