

finishing. It's a beautiful job, and he did it himself in his hangar in a paint booth he made. Come join us. We will have some cool drinks and cookies or something. I will miss this meeting as well – but don't you miss it. His hangar is on the South West end of the field. If after this and the 17th you are not RV'ed out, you're hopeless – go buy the tail kit!

Wil Good and I will journey to Oshkosh on the 28th. We will be there for a few days and be at the Leadership Breakfast and the President's Meeting on Saturday. If you have any issues you would like me to surface, send me a note (tacco@aol.com). After last year's commercial and military extravaganza – I said I wouldn't go back, but I lied... Hope they have time and room for those funny little experimental planes – show a few and the movement could catch on!. I have to see a few things and talk to some folks I have met in the Long EZ builder groups. It's getting time to pick out the avionics suite and it changes so much each year that you just have to go see them. Wil is building a Cozy Mark IV, so we have a common interest area. If you find yourself lost in the Southwest 40 at OSH, We will be at the Volvo XC and the 15 man tent – bring beer.

...Jon

Minutes of April 20 Meeting:

Chapter 190 members met at the Moontown Airport lounge

on June 15, 2004 with 9 members/visitors present. Jim Harchanko announced that the RV Builders group was meeting at his and Wayne Hampel's hangar on the 17 June and all were welcome to attend. Harold McMurrin reported on his visit to the WWII Veterans Memorial dedication in Washington, DC. George Myers reported on the YAK 52/CJ6 activities and announced that the AOPA magazine will feature a report on Moontown Airport/EAA Fly-in in one of their forthcoming issues (probably August). The next YAK/CJ6/Moontown event is scheduled for Saturday, July 10, from 4 PM to dark with food available at about 6 PM. All are invited and welcome.

Jim Harchanko

Airmanship Corner

I lifted this from the recreational Aviation Australia Web site. This is an excellent safety centric site for the light plane pilot (<http://www.auf.asn.au/>)

“The sound pilot must understand how the system parts relate and interact with each other, and judge the likely consequences of any action, deliberate non-action or random event. A systematic approach to continuing improvement in airmanship, plus an ability for self-appraisal, is necessary to achieve that understanding. The Flight Manual or Pilot's Operating Handbook for the aircraft model being flown must be fully understood, and the content recollectable when needed. Every flight should be

conducted correctly and precisely, using appropriate procedures and without taking shortcuts, even if just a couple of circuits and landings are contemplated.

Pilots should be aware that fatigue, anxiety, emotional state – or flying an aircraft which stretches their skill level or just flying an aeroplane they don't like – will affect perception and good judgement. **Most studies of aircraft accidents or incidents reveal not a single cause but a series of inter-related events or actions that, being allowed to progress without appropriate intervention from someone, lead to an unplanned termination of the flight operation.**

A U.S. Navy pilot once wrote "*In aviation you very rarely get your head bitten off by a tiger – you usually get nibbled to death by ducks.*"

I've heard that one before – you know its true. Pay attention to details!

1st Saturday:

Lawrenceville, GA. (LZU) Ch 690
Winchester Municipal, TN. (BGF) Ch 699

2nd Saturday:

McMinnville, Tenn. (RNC)
Murfreesboro, TN (MBT) Ch 419
Rome, GA. (RMG) Ch 709

3rd Saturday:

Chattanooga, TN (3M3) Ch 150
Covington, GA (9A1) Ch 1025
Dawson, GA (16J) Ch 354
Moontown Airport (3M5) Ch 190

4th Saturday:

Kennesaw, GA (RYY) Ch 268
Dayton, TN (2AO), CAP
Memphis, TN (M01)
Russellville, AL (M22)
Shelbyville, TN 7-11AM

See others and some detail upfront

It's the EAA 190 Breakfast. **17th of July 2004** at Moontown International (3M5). Please join us and if you are a member please spend an hour and help!

What follows are a few more pictures of the May fly-in activities. Wayne took a shot looking back down the line from the near west end. Lots of good folks enjoying a beautiful day.



One final Note: If you don't know, space was entered into by a civilian pilot – now astronaut – on the 21st of June. Mike Melville, an industrialist who moved from South Africa about 25 years ago, and joined up with Burt Rutan to design and build and coax 2000 canard builders through the steps of building canard planes, was that person. He is an accomplished test pilot, a disciplined designer, and a family man. He tested virtually every new Scaled Composite aircraft since its inception. The marvel of this whole evolution was that it was executed to a stringent plan; on schedule and without fanfare. In the morning, he boarded the space craft known as Space Ship One, was hauled to the launch point from where he rocketed into the realm of space over 100 kilometers above the earth. He then changed the configuration of the craft for 'reentry' and flew it a safe landing. He was not in a pressure suit, his cockpit is reminiscent of the Long Ez – but he did it. Congratulations to Mike and Burt Rutan for starting a dream and bringing us with them.





These photos were pulled off of the Scaled Composite Web Site (www.scaled.com).
There are movies and other great pictures at this site. Quietly – we all jumped forward.

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