



PROPWASH



EAA CHAPTER 501's NEWSLETTER

January 2008

No. 34-01

A Teton Soaring Vacation

by Don Provost

With a week off in July 1979, I packed fishing and camping gear on my Cherokee and took off for a vacation in the Rockies. Like most of my flying vacation trips, this one was loosely planned, with no reservations and no set schedule. My instrument rating would allow me to climb through a fog layer in the morning, but I preferred to dodge the afternoon thunderstorms VFR. The route west therefore was zigzag. From my home field, then at Princeton, it was Syracuse, Buffalo, Fort Wayne, Dubuque, Worthington, Sioux Falls, the grass field at Wall, South Dakota (to shop at their world famous drug store... bumper sticker: "Have you dug Wall Drug?"), Spearfish (nearest airport to Deadwood... always stop at the Number 10 Saloon), Sheridan, Cody (near the east entrance to Yellowstone), and finally, four days from New Jersey and the farthest point west on my trip, Driggs, Idaho.



On tow, en route to release over Grand Targhee

Why Driggs? To exercise the privilege of my glider rating. With only 107 flights and 3 years of experience in my sailplane log, the folks at the FBO rented me a glider anyhow. Maybe they figured if I made it this far into the mountains in my airplane, then they had a chance of getting their sailplane back in one piece.

Before I got a glider checkout, my instructor took the controls of my Cherokee and we flew the mountains like a glider, and skimmed over the ridges a bit closer than I would have. But the lesson being taught was what to do and where to land if you lose lift and your sailplane is now heading downhill down a canyon.

**NEXT EAA 501
CHAPTER MEETING**

7:30pm Thursday, January 17
Pilots' Room - Lincoln Park Aviation
-2008 activities calendar planning-

A glider check-ride followed, in a 2 place Romanian-built Lark. After a 2,000-foot (vertical) tow we released over the top of the ski lift of Grand Targhee, Wyoming resort, on the western slopes of the Tetons.

Teton Soaring continued on page 5

Minutes of the December 20, 2007 EAA Chapter 501 meeting

No minutes! We partied! President Reinartz handed out 2007 citations to thank Young Eagles pilots for their generous donations of personal time and aircraft hours and also expressed appreciation to officers and committee chairmen for their efforts in the past year and to Linda Scully for our use of the LPA Pilots' Room. **Members in attendance** to enjoy the pizza and refreshments and holiday atmosphere: Bill Anderes, Harry Barker, Allen Dunn (thanks for bringing the pizza, Allen), Greg Dwyer, Alex Gichan, Jim Miller, Don Provost, Ron Reinartz, Walt Reuter, Jon Socolof, and Harrison Wood. **Guests:** Numerous 501 family members and LPPA members.

Minutes of the December 8, 2007

EAA Chapter 501 Board of Directors' meeting

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The meeting was convened at the home of Ron Reinartz and called to order at 9:00 AM.

Those in attendance were, Allen Dunn, VP, Don Provost, Treasurer, Harry Barker, Director, Allen Poulsen, Director and Ron Reinartz, Prez. Members of the board, including George Brewer, Secretary, Dick Wedemyer, Director and Jim Miller, YE. Director were unavailable for the meeting

An agenda had been sent out in advance of the meeting to ensure each attendee was conversant with the issues we were to discuss and deliberate. The content of discussions were as follow:

1. The EAA 501 NJ **State registration** was converted to the electronic format with the 2008 renewal. All future renewals will be initiated over the web.
2. The BOD approved the expending of \$200 for the upcoming **Christmas/Holiday Party** scheduled for Dec. 13 (now Dec 20) with the members of LPPA invited as our guests.
3. **Jim Miller has accepted the YE responsibilities for 2008** and will be initiating the advices to the surrounding schools and media in our area at least two to three weeks in advance of each event. Jim has also accepted the role and responsibility of membership chairman and will be recruiting some assistance to charge up our recruiting efforts in 2008. Look to Boy Scouts, High Schools, etc , share your ideas with Jim.
4. To assist **Jon Socolof, our new Secretary for 2008**, Don Provost and I will be developing the list of duties and actually refine them for the entire group of officers. I have seen guidance on these descriptions from National EAA which will help to best utilize the talents of our members.
5. The BOD noted that **National YE day is Saturday, June 14, 2008**. In keeping with our desire to conduct two or more YE/GE events, **we (also) selected March 15th and October 18th** pending the support of the membership, pilots and YE/GE coordinator.

6. Fly-In Chairman, Ron Reinartz, suggested the BOD develop a **list of Pros and Cons** (*see bottom of page 4*) for holding a **Fly-In at Lincoln Park in place of or in addition to the current Warwick, NY event, scheduled for May 18th.** We developed a list of considerations that will be published in the January Newsletter that evaluate the pluses and minuses of a Lincoln Park event. More likely, we can initiate an aviation function that embraces both flyers and the general public at Lincoln Park, The Warwick event is focused only on the aviation community. The Lincoln Park event can be broader and involve other organizations on the field such as LPPA, CAP, etc..Critical to either event is the willingness of the membership to support the Chapter in executing without being understaffed or ill equipped to provide a safe environment for all.

**EAA 2008 Calendars
for sale: \$9.00
Just four left !
See Harry Barker at
the 1/17 meeting.**

7. In recognition of Peter DeRosa providing the facilities at the North end of the field, either the open area or the former FOB hangar, the **BOD is supporting an "Airport Service Day" for June 7th** (8th if rain) for beautification and clean up where Pete may have some projects for us to tackle. We can vote on this at the January meeting.

8. If we have ten (10) interested members, seeking to **learn how to install electrical systems in their homebuilts**, the cost is \$185/person and we must supply the location, but the expert will come to us to conduct a 1.5 day seminar on how to do the installation. Allen Poulsen shared the info with us and will be discussing it at the January meeting. If you are interested, this fellow will come to us, not you going to him!

9. Jim Miller has been so kind this year by making all of **hot dogs** before most of our meetings at his hangar that we have decided to break out the donation can next year to help Jim offset his costs. Jim has not requested this and the BOD supports this fully as Jim has been so gracious to provide this to all the membership so kindly, Thanks JIM! We will also have the coffee pot fired up, with some donuts when at Linda's to keep everybody awake!

10. **Honorariums** were determined for Harry Barker, who crafts the annual fly-in awards and brings raffle prizes to every meeting (beautiful framed pictures and aviation books); Linda Scully, for always providing us with a place to hold our meetings when we didn't have the restaurant or Jim's hangar; Jim Miller, for his hospitality in serving hot dogs prior to every meeting held in his hangar this year. Each will receive a \$50 gift from the Chapter as a token of our appreciation.

**EAA 501 2008 dues are due
on or before the Feb. 21 meeting.**

\$35.00 checks payable to "EAA Chapter 501"

**Deliver to Treasurer Don Provost at the
January or February meeting or mail to**

***D. Provost, EAA 501 Treasurer,
34 Brookvale Road, Kinnelon, NJ 07405***

Membership roster will be updated on March 1.

**(Remember that you must also be an EAA National
member in order to be a Chapter member.)**

11. Meeting dates for the coming year were discussed with a few modifications:

MONTH	DATE	PLACE	EVENT/FUNCTION
January	17th	LPA Annual	Business/DVD or Tape
February	21st	Allen Poulsen	Project Visit
March	15th	Lincoln Park Airport	YE/GE EVENT
March	20th	LPA	TBD
April	17th	Jim's Hangar	TBD
May	15th	Jim's Hangar	TBD
June	7th	N07	Lincoln Park Airport Service Day
June	14th	Lincoln Park Airport	National Young Eagle Day
June	19th	Jim's Hangar then	Jon Macy's Project
July	19th	Location TBD	Annual Picnic/Monthly Meeting
August	21st	Jim's Hangar then	Tom Ware (maybe)
September	18th	Jim's Hangar then	George Brewer's project
October	16th	Jim's Hangar	TBD
October	18th	Lincoln Park Airport	YE/GE Event
November	20th	LPA	Elections/TBD
December	11th	LPA	Holiday Party

We will be seeking suggestions from the membership for programs and presentations for those months noted as TBD. In addition, we will be reviewing available speakers through the EAA Speakers Bureau, recently available.

The meeting concluded at 11:30 AM after lively discussion of most topics and an hour later than originally anticipated. The BOD will present a budget to the membership at the February meeting at the latest.

LINCOLN PARK FLY-IN CONSIDERATIONS

PROS

Members closer to the Airport
 Very Public Accessible
 More Services (electric, water)
 Food Service by restaurant?
 Food service by members?
 Attract potential new members
 Attract potential new pilots trainees
 Provide forum to improve community relations
 Involve Civil Air Patrol

CONS

Support items stored in Warwick
 Crowd Control with barriers and People
 Parking, channeling foot traffic
 Under Class B umbrella: Mode C req'd
 Coordination with local police for traffic
 Disrupt air op'ns for resident pilots
 No Grass Runway
 Not as aesthetically pleasing
 Cancellation would incur significant expenses

Teton Soaring...continued from Page 1

Very important lesson from the check ride: I was shown where the lift could be found. Over the mountains in the summer, the cumulus clouds gather for good thermal soaring only for about three hours each day, late morning to early afternoon. Later on, the rain showers spread and the lift is gone.

Driggs is unique among soaring sites in that much of the summertime sailplane activity takes place **downwind** of the airport. If the lift quits, you'd better have the altitude to make it back. As I

remember, if you get below 10,000 feet and you are **east** of "the Grand" you have to head for Jackson Hole Airport, elevation 6,451 feet (and then pay dearly for a tow back home). If you are **west** of the Grand when you start to get low, you fly as much as 15 miles, west, into the wind (fortunately light in the summer), back to Driggs' Teton Peaks Airport, elevation 6,202 feet. Remember? No engine! You can't even paddle home.



My check ride out of the way, they let me take charge of a sleek, single place Schweizer 1-34 and I spent the next 2 hours and 20 minutes **h a v i n g a b a l l**, above the peaks of America's most beautiful and most photographed mountain range. The highest peak, Grand Teton, is 13,770 feet.

Later that day I set up my tent at Teton Canyon, Wyoming, campground, down a private ranch road and about 10 miles from civilization. I was unexpectedly alone in the campground. Great fishing but not much sleep. Grizzly country! Second night was wisely registered in a ski lodge at the foot of Jackson Hole's ski slope.

The second day of soaring turned out to be a disappointment. There wasn't enough lift to get close to the mountains. Rain showers then moved in and ended the day.

The two-day trip back home to Princeton Airport was via Casper, Goodland, Wichita, Springfield, Mo., Nashville (Saturday night at the Grand Ol'e Op'ry), and Bluefield, WV.





Two years later, in July, I returned to Driggs for another try at thermaling over the Tetons and maybe circling the Grand. This time the check ride was in a Blanik L-13, and then I rented for the next two days the very same 1-34, N7635, that I had flown two years earlier. The sun and clouds cooperated and soaring conditions were great on both days. Mission accomplished!

Footnote to this story: There have been no entries in my sailplane log since 1988. Other distractions. Other interests. While reviewing the log to write this story I spotted a familiar name: “F. H. Wood, CFI” had signed me off at Wurtsboro on July 8, 1984 for an annual glider check. Didn’t meet F. H. Wood again until I joined EAA 501 seven years ago. Didn’t realize Woody was in my log until this week! Many thanks to Woody and the flight schools at Wurtsboro and Flying Seminoles’ Ranch for helping me earn my glider rating and stay current and enjoy, for a 12 year stretch, the sport of soaring, one of the great flying experiences.



NEW, BLUE, G-3, SR-22 PART II

by Ron Reinartz

Continuing the demo ride in a new Cirrus...

Last month I ended by noting the climb performance to 7,500 feet and the comfort and smoothness of the ride. Needless to say, once we reached the cruising altitude we raced toward SWF at 170 knots, fast and efficient. 23 inches of manifold pressure and 17.5 gallons of fuel/hour.

After about three minutes of cruise, Eric suggested he'd take the plane to slow down and do a stall and slow flight demo. OK, how do you slow down, well, pull the power back to 16 inches of MP, lift the nose, and oh yes, use the speed brakes, doesn't everybody have these handy devices. In 60 seconds, we were flying at 129, when we lowered the flaps which was like an anchor being dropped in the slip stream. In another 90 seconds, our airspeed is slowed to 65 knots, digital display "tape", and 4 knots above the stall speed of 61 knots.

If the speed drops below stall speed, the displayed tape turns red in color with the horn firing 10 knots above stall. Eric trims the plane for level flight and initiates a hands off turn, 30 degrees of bank to the left, no power increase but the airplane continues to hold altitude and fly a circle at 65 knots, no hands, no additional power and no additional up trim. Yes, it did the same thing to the right! Pretty impressive, so let's stall this composite missile and evaluate its manners.

Slip skid ball centered, reduce power, pull the side controller full back and the airspeed bleeds below the 61 knot stall speed. As it begins the stall, the airframe pulses up and down, wings level as we lose altitude. The pulsing is steady and faster than the bobbing of the Piper or Beechcraft, but the ailerons have full authority as we rolled left and right under total control as the wing cuffed design of the outboard panels are designed to prevent spins and thus, provide control while the inboard portion of the wing stalls.

Yes, Very Easy to control and predictable. Cirrus spent a lot of time ironing out the bugs and this model has the benefit of all the improvements their engineers conceived.

Off we go to SWF, recovering from our power off stall and still above 6,500 feet, once again, speed brakes are extended and power back up to cruise, yes cruise to keep our forward speed at 170 knots and descend at 2000 feet/minute. Not too many of us do this type of high performance flying and this was really enjoyable and best of all, in a brand new airframe! We pick up the ATIS, call the tower ten miles out and join the pattern for some landing practice over the next few minutes. As we establish ourselves on the downwind, we pull the power back to 15 inches MP, pop the speed backs and drop 50% Flaps as we hit 129 knots. The flaps have two settings, 50% and full. There was no defining the degrees of flaps, just half and full. In any event, the flaps require a trim change as the nose goes down as the flaps deploy. Watch the airspeed and pull the power to 13 inches as the speed comes to 100 as we are established and call midfield..

Enough for this installment as I'll go through the Closed Pattern experience with 25 knot crosswinds in the next and final installment.

PREZ SEZ

HAPPY NEW YEAR!!!!!!!!!!

Hello everyone and welcome to 2008,. Yes, I won the election and I'm going to OSHKOSH! Does that sound like I won the Super Bowl? Going to OSHKOSH is actually better than the Super Bowl because it lasts at least a full week.

So much about me, I hope everyone had wonderful Holidays and has gotten off to a great start this year.

Lots of building, flying, planning for July and looking ahead to an active Chapter year. We'll have a lot to discuss at the January meeting, so please review the January newsletter that includes

the proposed annual agenda and the notes from the BOD meeting, that recap many of the topics we need the membership to support through the coming year.

We have lots of activities planned including supporting an aviation function at Lincoln Park Airport with the FBOs as well as operators. There will be plenty of opportunities to bring new members to interesting programs following our hot dogs and business meeting at Jim's Hangar.

We'll be cranking up for this year's Fly-Ins in January and have a meeting or two in the not too distant future, to ensure we are all moving in the same direction, and spread assignments to all the willing participants.

If we are fortunate, many of the LPPA members who joined our holiday party will decide to join our Chapter.

We had over 30 people in attendance on December 20th at the LPA pilot's lounge. Lots of good aviation dialogue and camaraderie.

Special recognition awards were distributed to Chapter Offices and Honorariums provided to Linda Scully for her cooperation and continual support in making the Chapter welcome for any meeting we want to conduct, Jim Miller for initiating the "Hot Dog Before Hot Topics" at his hangar pre-meetings, and Harry Barker for years of providing beautifully framed aviation prints, photos and reading material that are eagerly sought at the Chapter 501 meeting raffle, a dollar and a dream. Many thanks to them and all the chapter members who support every function Chapter 501 initiates.

I look forward to seeing all of you this coming January 17th at the LPA pilot lounge. Keep the shiny side up!

*Your Prez,
Ron*

The following email request has come from EAA Chapter 1041...

AN INVITATION FOR VOLUNTEERS!

The Hartman family spends their vacation each summer enjoying everything that is "Oshkosh". For over 20 years, we have participated in the event by volunteering, which has allowed us to meet many interesting people, see numerous aircraft 'up-close', and offered many opportunities that non-volunteers might not experience.

This past July, I was honored with an invitation to become a Co-Chairman of the AirVenture **Departure Briefing crew**. I have accepted this challenge and am looking forward to the duties and responsibilities of this important position. With this in mind, I am asking for volunteers from our area (as well as anywhere!) to come along to Oshkosh, enjoy the show, and spend some time helping to make it the greatest aviation gathering in the world.

What does the Departure Briefing crew do? It's very simple, and any pilot or aviation enthusiast can master the job in a few minutes. Pilots planning to depart Wittman Field using runway 18-36 during the convention are expected to receive an in-person Departure Briefing, and we're the people who do it. Our volunteers have hand-out sheets with the departure procedures printed on them, and do a quick review with the departing pilot to make sure they understand safe procedures while on the ground and in the air when leaving.

New volunteers spend an hour or so with an experienced briefer and then they can do the job! Around the airport, there are about 6 locations where departure briefings are given, and we have several 'roaming' briefers on scooters and utility vehicles. Hours of operation are 7 am to about 1 pm, and we try to schedule several shifts so each person is only required to stay 2-3 hours any day. We especially need extra help during the latter half of convention week, when the majority of planes are leaving Oshkosh, but any day of the week is a good day to volunteer.

The dates for AirVenture Oshkosh 2008 are Monday July 28 through Sunday August 3. Start planning now for your adventure at AirVenture! And please consider volunteering a few hours of your time, it will be rewarding and fun. If you have questions or would like more information, please feel free to contact me at 717-637-3741 (days) or e-mail:

hartmansteiner@comcast.net

Thank you,
Henry Hartman, President, [EAA Chapter 1041](#),
The Gettysburg Barnstormers

Air Force is expected to make grounding of F-15s permanent

BY JULIAN E. BARNES
LOS ANGELES TIMES

WASHINGTON — The Air Force likely will order dozens of its F-15 fighter jets permanently grounded because of critical structural flaws, significantly reducing the number of planes available to protect the United States, officials said yesterday.

After one of the fighters broke apart during a simulated dogfight in November, Air Force officials grounded the entire F-15 fleet, nearly 700 planes, fearing such a defect. The newest versions of the fighter jets were allowed to resume flying shortly afterward, but 440 of the older model F-15s have remained out of service.

The Air Force plans to allow about 260 of the remaining grounded planes to return to duty today. But about 180 will remain idle because of suspected structural flaws.

"Many of them may never fly again," said a senior Air Force officer. The officer, like others interviewed, spoke on condition of anonymity because results of the investigation are not due to be made public until today.

Long the nation's most sophisticated front-line fighters, many of the F-15s have been around for 30 years, and the fleet gradually is being replaced. The Air Force still relies on F-15s to protect the continental United States and to fly combat missions abroad. Newer model F-15Es are used in combat in Iraq and Afghanistan and were the first of the planes to resume flying after the mishap in November.

The problems with the F-15, Air Force officials argue, have increased the need to purchase additional F-22s, a swift and stealthy but expensive new fighter plane.

"This is grave . . ." said a senior Air Force official. "Two hundred of our air superiority aircraft are on the ground, and we are acting like it is business as usual."

An investigation of the Nov. 2 crash shows the F-15 that broke apart in mid-air had a fault in a

crucial support component called a longeron, a structural beam that serves as part of the spine of the aircraft. F-15s have four longerons around the cockpit.

Air Force officials have not yet learned how a defective beam came to be installed in the plane when it was manufactured in 1980. But Air Force officials emphasized that the age of the airframe, combined with the faulty part, put the older F-15s at risk.

"This airplane broke in half because of a fatigue crack," the officer said.

The Air Force has found cracks in nine of the approximately 180 planes that remain grounded, but it is believed that more than just those nine have faulty structural beams.

While the newer model F-15Es are used in Iraq and Afghanistan, the 440 older fighters — models F-15A through F-15D — are used for domestic patrols.

Since the fleet was grounded, the Air Force has used F-16s for patrols. Starting today, the Air Force will use a combination of F-16s and F-15s.

On average, the F-15s are 26 years old and have encountered other structural problems that have forced redesign programs.

Another senior Air Force official said the problems with the F-15 showed an "enhanced imperative" to purchase additional F-22 aircraft. The Air Force has said it needs 381 F-22s; the Pentagon has approved the acquisition of 183.

"We have to examine not only if we need the full 381 aircraft, but do we need them faster?" the Air Force official said.

The F-22 has cost billions to develop since it was first conceived in the 1980s, and it remains a controversial plane. Critics have long charged that it is overpriced and was designed for a Cold War threat that no longer exists. But Air Force officials say the plane is required to retain control of the air and protect U.S. ground forces.

Things they don't teach you in flight school: Here's what's waiting for you at Sun 'N Fun

Four Sheriff's Deputies Pull Man from Alligator's Jaws

(From 2006 files) By TRAVIS REED A/P Writer

LAKELAND, Fla. (AP) -- A 45-year-old man was hospitalized after four sheriff's deputies rescued him from the jaws of a nearly 12-foot alligator Wednesday, while he was naked and high on crack cocaine.

The Polk County deputies were responding to multiple calls about a man yelling for help at about 4 a.m. They could not shoot the animal because it was too dark and they might have hit the victim or one another, the sheriff's office said.

Adrian J. Apgar was taken to the hospital in critical condition with an apparent broken right arm, leg injuries and his left arm hanging by a tendon. Hospital officials did not immediately release information about his condition.

"It is an incredibly bacteria-filled environment that he was exposed to," Polk County Sheriff Grady Judd said.

It was not clear why Apgar was in the lake. Judd said Apgar was naked and told deputies he had been smoking crack.

The deputies - Michael Parker, Billy Osborne, David Clements and Sgt. Andrew Williams - carried Apgar about 40 feet, up a steep incline and to an ambulance ashore. None of the four was injured in the gator-infested waters.

"I remember him saying, 'I'm over here, get here quick, he's still got me, he's going to kill me, my arms are broken,'" Parker said.

The deputies' boots sunk in mud with each step they took, and the water lapped chest-high on some. It took several efforts to get the 6-foot-1, 250-pound man out of the water even after the gator let loose because they were exhausted. They had to find the man by sound, through thick brush and cattails in the middle of the night.

At various points, one or two of the deputies were standing by, weapons pulled, on the lookout for other gators. Apgar told them he felt at least one

more in the water.

"I was holding my shotgun. It's kind of hard to walk through that with a flashlight and a shotgun," Parker said.

Osborne said he was pulled Apgar's arms while the gator gripped his lower half. The reptile loosened his jaws and Osborne thought he was free, but the animal lunged again.

The deputies said they were scared, but didn't have time to think.

"It was a human being, he was dying. He needed help," Osborne said. "I knew my partners were behind me. They were watching; I wasn't too afraid another gator

was going to get me."

The alligator believed to have bitten the man was caught at about 1 p.m., roughly seven hours after Florida Fish and Wildlife Conservation Commission trappers set out bait. Though there's no way to be certain it's the right one, the animal caught was aggressive and found near the attack site.

"I said, 'Well how big did you think the alligator was?' (The deputies) said 'about the size of a school bus,'" Judd said.

It took 15-20 minutes to pull Apgar to shore from the moment they arrived on scene, the deputies estimated.

The **Experimental Aircraft Association** is a national non-profit organization dedicated to promoting recreational aviation. **EAA Chapter 501** is an affiliated member of the national EAA. Membership is open to all who share an interest in aviation. Chapter 501 meets monthly, normally on the third Thursday at 7:30pm. All are welcome. The date and the meeting place occasionally vary. Most often we meet at Lincoln Park Airport in the Pilots' Room of [Lincoln Park Aviation](#), 425 Beaverbrook Road. Meetings sometimes are held off the field visiting members' projects-in-progress. Check this newsletter or go to the EAA 501 website at www.eaa501.org to find the next scheduled meeting place.

Dues of \$35 annually are collected at the beginning of the year, checks payable to "EAA Chapter 501." New members joining after July 1 pay \$10 for the partial year. Contact any EAA 501 officer (see page 2) for all inquiries. You must be a member of the EAA national organization (800-564-6322 www.eaa.org) in order to be a member of Chapter 501. Currently the national membership rate is \$40 per year which includes a subscription to either of two monthly EAA magazines: Sport Aviation or Sport Pilot.

Propwash, the EAA 501 newsletter is distributed monthly, about one week before each meeting, to current chapter members and special friends of the chapter. It is primarily distributed via the internet, in a .pdf file format readable by the free Adobe Acrobat Reader. Members without internet access can receive a USPS mailed copy of Propwash, printed as black and white photocopies.

**PROPWASH is the newsletter of
EXPERIMENTAL AIRCRAFT ASSOCIATION
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c/o Don Provost, Editor
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