

West Central Georgia EAA Chapter 677  
Columbus, GA

July 8, 1985

MEETINGS

The July meeting is July 11 at 7:30 pm at the First Federal Savings and Loan on the Bealwood Conn.

This will be a very important meeting, as we will make plans on the Columbus Airshow, Sept 28 & 29, 1985. We need to make a number of decisions as to what our Chapter wants to do.

FLY-OUT

The Fly-Out to Crystal Lake was very successful. We had a couple of 150's a 170 and 172 to go down with about 10 or 12 people. Everyone had a good time. It is my understanding there was a couple of extra seats available. On future fly-outs anyone who needs a ride should contact one of our club officials. I feel that in most cases, we could come up with a seat, but you must let someone know.

AIR SHOWS

We had a number of aircraft go to the Dothan Air Fair. We saw a great show put on by the USAF Thunderbirds in their F-16s. Those flying down included, Leonard Smith and Eddie Hodge in his 152. Mr. Wilson and Don Breden in his 152. Vernon and Jean Prater and Charles Hanna in the Commanche.

Mike Wilson won a trophy for the best Home Built at the Dothan Air Fair. With a number of aircraft nearing competition, I hope this is just a start.

Also, to the best of my knowledge the Gainesville airshow was washed out by rain.

EDITORS NOTES

BFR Still Valid ?

A valid pilot certificate includes a current Biennial Flight Review (BFR). Both of these items must be kept up to date for legal and insurance requirements, not to mention for safety reasons.

Remember, BFR's are valid for two years date to date (i.e. if your last BFR was on September 12, 1982, your BFR will not be valid on Sept 13, 1984).

Check you logbook for the date of your last BFR and, if needed or if you feel rusty, why not see your local flight instructor for some dual -currency and safety go together !

Correct Air-to-Air  
Frequency is 122.75

Reports still are being received that some pilots continue to use 122.9 MHz for air-to-air communications. The correct frequency is now 122.75 MHz.

The 122.9 MHz frequency is reserved for airports that have no control tower, no FSS and no Unicom on the field. It has been designated a Common Traffic Advisory Frequency (CTAF) for position reports in the traffic pattern.

Murphy's Law Applied  
to flying

It has long been known in the engineering field that Edsel Murphys Law is the foundation of all design. Most people recognize the basic form of Murphys Law. "If anything can go

But Murphy's Laws has been found to apply equally well to

aviation. Here are a few examples, courtesy of the Nebraska State Dept of Aviation.

#### FLIGHT

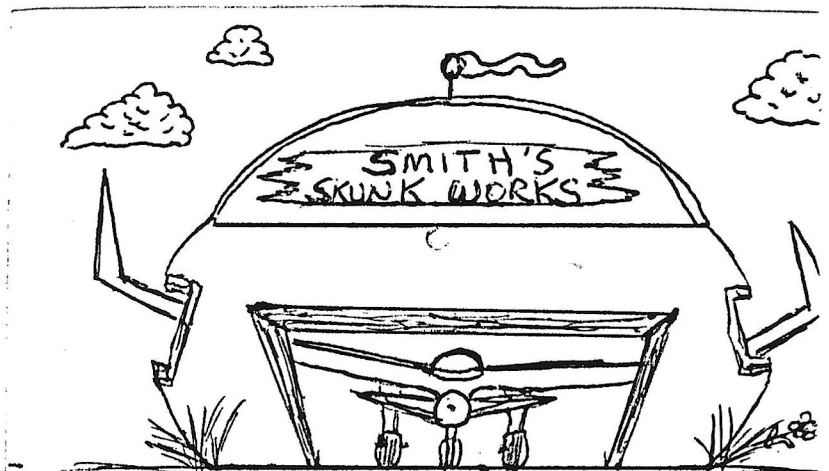
1. Bumpy days and passengers with weak stomachs will always coincide.
2. Aircraft availability is inversely proportional to the importance of a particular flight.
3. All warranty and guarantee clauses become void upon payment or just prior to failure, whichever comes first
4. On a long cross-country, home base will always be five minutes beyond the maximum range of the aircraft at the last planned fuel stop.
5. Winds aloft reports will only be accurate in the cases of direct headwinds
6. Operating manuals will express important performance figures in the least useable form.
7. Answers on the FAA written examinations will all be equidistant from your computed answer. Decimal points will always be misplaced.
8. Factory manuals will be wrong by factor of 0.5 to 2.0, whichever gives the most optimistic results. For salesman's claims, these factors are 0.1 or 10.0.
9. On overwater flights or over rough terrain, the engine will go into autorough at the mid-point plus or minus 10.
10. Control tower trainees will

not be allowed to exercise command except on weekends and other high traffic volume times

#### CLOSING

I hope that you have found this issue to be informative and enjoyable. Please keep me posted so that I can get any news or information into the next newsletter.

Vernon Prater



GEE IT'S BEEN SEVEN YEARS, ABOUT TIME FOR THAT BIRD TO HATCH.