



302 NEWS LETTER



Volume 7 No. 8

August 1985

Editor: Marcia Sullivan

MEETING: SATURDAY AUGUST 10th 10AM

PLACE: MONTGOMERY FLIGHT SERVICE STATION CONFERENCE ROOM
MONTGOMERY COUNTY AIRPORT

There will be a short business meeting followed by the rescheduled FlyIn Picnic for the CAP members who helped at our FlyIn. All those available with airplanes, PLEASE show up. Stella and Marcia will be food coordinators. All those members who can spare the time to attend the picnic and contribute to some hanger flying with these deserving youngsters, please do so! By that time, a batch of us will be back from you know where, and will have some great airplane "stuff" to share. Ya'll come!

As a follow-on to our July meeting, I'd like to outline what I see as a reasonable written ballot for us to use to allow the membership of Chapter 302's course of priorities. In view of our hopes for a very short business meeting August 10 followed by the CAP picnic, I propose that we put the question to a vote at our first Sunday meeting on September 8. I'll service as ad hoc committee chairman to field questions and discuss any proposed alternate ideas you may have between now and then. You can phone me at my office (713) 537-3618, or home (713) 288-8774 any time.

PROPOSED BALLOT:

By placing a checkmark for one item, indicate your choice of Chapter 302's top priority for the remainder of this year:

- Procure and erect a building on leased land at Montgomery County Airport
- Enter an agreement with the CAP and use some of our capital to fund improvements in exchange for a permanent meeting place.
- Purchase an airplane for members' use. Temporarily postpone erection of a building at the airport.

Your vote will help define the direction that we head as a chapter; so give it a lot of careful consideration over the next few weeks. I'm sure I speak for the entire group of officers when I say that full support will be put toward the proposal you help accept.

Coyle

EDITORIAL: By The Editor
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THE BIG "C"

There are still some misquided individuals who believe that "love makes the world go round." Sorry, but 'taint so. From the Rotunda of the United Nations to the bedroom, it's COMMUNICATION.

I have a Bachelor's Degree in Communications from Rutgers University. Nevertheless, most two year olds can probably do a better job of communicating than I can. At that age, most communication begins with "I", I want, I love, I hate --then they go to school and are taught not to start sentences with "I". They are taught to be tactful (untruthful) and civilized (manipulative). Later on, they may go to college and learn an even more advanced and esoteric form of this communication. By then, they have forgotten how to use "I" language, which is a way of talking that leaves very little room for misunderstanding. Second-guessing and mind-reading is both frustrating and unreliable, but that's how most individuals and organizations communicate and interact, from board meetings to bedrooms. The more populated and complex the social structure becomes, the more difficult is the interpretation of what's really going on becomes. There is a simpler way. Try using these five ground rules:

1. Say what you mean.
2. Be clear.
3. Believe what you hear.
4. Trust that you're both on the same side.
5. Listen carefully.

This is a challenge, folks. Go out and use these rules for a few days. You might begin in the cockpit with a mike in your hand. or maybe at the next meeting.

EAA Chapter Presidents
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Although that may seem like a lot of money...we find that current liability suits (even in single injury cases) exceed that limit. I must evaluate your fly-in program in order to suggest an appropriate insurance limit. For instance, if you are planning extensive flying activities, you may need insurance in the \$3 to \$5 million range.

What can we provide? At present, we will be able to provide you with insurance coverage for a Chapter breakfast program, a mall show, static display, etc. We cannot, at the present time, provide you with coverage for Chapter activities including fly-bys, airplane rides, air races, airshows, or aerial competitions such as bomb drops and balloon busting.

Although the delay in receiving insurance coverage will certainly be disappointing for many of you, please rest assured that we are continuing to contact the best insurance sources to find a solution to the problem of Chapter coverage. We have worked with the best and most knowledgeable insurance professionals in Washington, D.C., Chicago, Baltimore, Greensboro, NC and Rockford, IL. They are all working with us. It will, however, take time and patience.

When EAA Headquarters is able to put together an insurance package to cover EAA Chapter Fly-ins, it will probably specifically exclude organized ultralight activities and the organized flying demonstration of ultralights as part of a fly-in. Insurance underwriters tell us this exclusion is because ultralights are not registered and because their pilots are not, in some cases, licensed. For that reason, insurance underwriters do not have accurate accident statistics on ultralights and are reluctant to insure them.

Ultralights can be insured if they are used only as static display items at an indoor exhibit or if they are securely tied down at an outdoor exhibit.

If you are planning to have an EAA Chapter Fly-in, contact my office as soon as possible. We will send you an insurance application. When you fill out the application, please describe your proposed fly-in in detail. I will review your application to be sure that the activities you have planned for your event meet the parameters of available insurance policies. We want to make sure that you and your Chapter are, in fact, covered.

If your Chapter is planning to hold a large fly-in, including aerial demonstrations, fly-bys, etc., you will certainly need larger limits of liability insurance. At this time, we suggest that you contact Sue White at Shannon-Luchs Inc., Washington, D.C. (202) 244-1300. They will probably be able to provide you with coverage under their airshow contract. To my mind, it is the best program available at present.

IS GENERAL AVIATION GOING TO THE DOGS?

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DOGGIE BAG

AFTER MOVING FROM a normally aspirated Mooney to a turbocharged Mooney 231, one of my first concerns was supplying oxygen to my traveling companion of many years: Elanor, my faithful basset hound. Having traveled many air miles at low altitude, she is cooperative and content in aircraft, and I felt sure she would adjust to new heights if supplied with oxygen. I did not want to limit my service ceiling because of the dog, so, after finding no commercial mask available, I assembled the one described herein.

As illustrated, the primary components were acquired from a hospital patient's disposable, rebreathable oxygen mask. I removed the mask portion, replacing it with a flexible, disposable plastic drinking cup that fits over Elanor's nose and mouth. A hole cut in the bottom provided for attachment of the valve and bag, and I secured the whole assembly with epoxy cement.

Then I drilled four small "diluter" holes in the plastic cup. The number and size were determined by securely holding the mask to my face and breathing, adding to the holes until only a slight restriction occurred with heavy inhalation.

Next I fixed the elastic strap from the patient mask to the plastic cup to secure the assembly on Elanor's head. Finally, I replaced the tubing to the mask with a standard aircraft passenger oxygen supply line with an end fitting for the Mooney's built-in system.

To my own and Elanor's delight, the system works quite well. Dog and nonpressurized, high-altitude flight are indeed compatible. The accompanying photo was taken at FL 190. Elanor frequently wears the mask for three hours at a time, and seems perfectly happy. It may be my imagination, but she might tolerate the mask better when she sees the pilot wearing one at the same time. Her only problem seems to be in getting used to the long extension of her nose.

ROBERT HAMPTON

Copilot Has Long Ears

Q. My copilot goes with me no matter the conditions. He is fully certificated by the designated examiner at Orange County (California) and goes nuts at the mere mention of flying.

I'm concerned because my copilot is a yellow Labrador. I haven't been able to get him to wear a headset and earplugs could be a little difficult to put into place. Have there been any studies done on the

possible hearing damage that could be done to a dog while in a small plane?

What, if anything, would you suggest I do to help protect his hearing? He averages about 100 hours a year in a Piper Archer II.

A. This is slightly outside the territory normally covered by an AME, whose pilot-patients are rarely really animals. But I'll try.

Your dog, as you know, has exquisitely sensitive hearing. I know of no studies done on noise exposure and canine hearing, but I think it safe to assume your flop-eared friend is at least as sensitive as you are to hearing damage and quite likely a lot more so.

What to do about that poses something of a problem, given the general disposition of pilots in general and dogs in particular. I agree that earplugs are probably impractical. It would take an entire foam mattress to fill a Lab's ears. That leaves us the headset, which is probably just what the dog will do. If the Lab loves to fly that much, it might be possible to train him to accept the earphones as a condition of getting into the plane. It's equally likely, of course, that pigs will sprout wings and thus learn to fly.

I'd consult a professional dog trainer. And you might consider a portable intercom . . . perhaps the pooch will go for the headset if he hears your voice or a dinner bell through it.

All right, all you clever home builders alias dog lovers, your mission, if you accept it, is to come up with a pair of Labrador ear plugs.