

	<h1>PROPWASH</h1>	
<p>EAA Chapter 190</p>	<p>http://eaa190.weebly.com/</p>	<p>December 2013</p>

Photo of the Month:



Todd's J-5

Presidents Message:

Aaron Wypyszynski – EAA # 579057

This month marks the end of my first year as President of EAA 190 and what a year it has been! I want to say thank you to everyone for their help putting together all the chapter activities over the last 12 months! I look forward to the next year which will bring several new adventures. I hope to start building my first airplane in January (the plans have already arrived). As if that will not keep me busy enough, Julie and I are also expecting our first child the end of March. This spring will prove to be a busy time!



Winter is certainly on its way! Between the shorter days and the colder and drearier weather, the flying days have become much more limited. As a result, we have begun shifting to our winter activities. Last month had the first builder workshop where we took a look at Todd's J-5 restoration. It was a great chance to see what lies under the fabric of most vintage aircraft. It was also a great chance to see the inner workings of the airplane.

See below for this month's upcoming events. Please note that we will not be having our Tuesday chapter meeting this month. Instead we will have the Moontown Christmas Party.

Also, as building season picks up again, look for more workshops and other events. Some of the events currently in the planning are:

- Build Projects tours to see several of our members build projects that are underway
- Builders Workshops: I have purchased the plans for my Wittman Buttercup, I will be hosting regular workshops after the first of the year as I start building.
- Simulator events: Our first Simulator event will be this month. We will have several simulators set up and all are welcome to come and participate. We will have the simulators linked together so that we can even fly together!

- Movie night: We are working on setting up movie nights to view aviation related films, both new and classics.

Activity	Date	Time	Location	RSVP Contact
Simulator Day	Sat. Dec. 7 th	10:00- Noon	Moontown FBO	N/A
Moontown Christmas Party	Sat. Dec 14 th	5:30	Moontown FBO	N/A
Moontown Pan- cake Breakfast	Sat. Dec 21 st	8:00- 9:30	Moontown FBO	N/A

Minutes of Last Meeting:

Wes Conkle – EAA # 633811

Meeting Minutes 11/12/2013

1830 – Meeting Called to Order by president Aaron Wypyszynski.

The treasurer and secretary were not present. The reports have been published in the newsletter.

Old Business: A short discussion of the Open House. Charles Cozelos is working on the ops manual updates. One suggestion was that a rain day be available on Sunday.

Aaron Wypyszynski reported that we do have a slot reserved for the Aviation Academy advanced camp.

Aaron and Wes Conkle agreed to have a flight simulator party on 10am December 7.

The Christmas party will be set after consulting Jerry Barnett.

The meeting was adjourned.

The members then toured Todd Brooks' PA-12 rebuild project.

Present: Marty Sullivan, Todd Brooks, Peter Knudtson, Aaron Wypyszynski, Trish Stocky, Pete Stockey, Kevin MacQuinn, Lee Adcox, Bob Friend, Charles Cozelos, Jeff Hoover, Bryan Tauchen.

Submitted by Bryan Tauchen

1915 Meeting is adjourned.

Treasurers Report:

Jim Harchanko – EAA # 541411

November Treasurers Report

No Activity to report

Safety:

Wes Conkle – EAA # 633811

G force induced loss of consciousness is a danger that pilots face when flying acrobatic maneuvers. It is just what it sounds like; you lose consciousness while undergoing a high G maneuver, and this obviously can develop into a very dangerous situation quite rapidly.

I have noticed that if I don't fly for a time period, I am much more sensitive to G forces, even light forces. This is probably why your friends start to get nervous as soon as you begin maneuvering. Here are some tips to reduce your susceptibility to G LOC:

- Maintain a high level of physical fitness
- Practice! Your body builds tolerance to G forces
- Stay hydrated
- Use anti G breathing techniques

When researching this article, I found a lot of material on the web, including some of the best reading in the Red Star pilot's magazine. If you are going to fly aerobatics, fly with an experienced instructor, and take the G seriously!

Young Eagles - Senior:

Aaron Wypyszynski – EAA # 579057

December was not the best month for flying and the flight opportunities will be decreasing with the oncoming winter weather. Due to this, look for other non-flight chapter events, in particular the upcoming simulator events. These events will be a great chance to practice your flying skills as well as see several different flight simulator setups. Simulators are a great way to work on our techniques and try new things prior to getting in the airplane. Feel free to come by and see how we set up our computers to work as flight simulators for all different types of flying, from recreational, to adventure, to Instrument flying practice.

We will be having Young Eagles flights following the Pancake breakfast this month. We will also have flights by appointment. If you are interested in a Young Eagles flight, let us know. You can always reach me by email at YoungEagles.EAA190@gmail.com.

As a reminder, we also got confirmation that our spot is reserved at Air Academy for the first Advanced Camp (July 22-30th). If you are interested in being sponsored for our scholarship to the camp, come out to one of our chapter events and let us know!

Also, keep an eye out for our upcoming building workshops. I will be starting construction of my Wittman Buttercup in January and hope to have monthly workshops where you

can help build actual parts for my airplane! It will be a great learning experience and a chance to see an aircraft build from start to finish. Hopefully in 2-3 years there will be a whole airplane!

Hope to see you soon!

Young Eagles - Junior:

Thoughts:

Jamie Dodson – EAA # 1025923

'Lefty' last Pan American Boeing 314 flying boat pilot still flying

August 11, 2010

By Alton K. Marsh



Figure 1 Boeing 314

flight for the Naval Air Transport Service, but quarters for the crew are plush. Admirals and State Department employees make the best of it. Tonight's flight is cargo but sometimes there are emergency evacuations from Pacific Islands as a result of the war.

Imagine it is 1944. Four radial engines growl as your giant Pan American Boeing 314 flying boat makes its way from San Francisco to Hawaii. Twelve crew members are required for the 16-hour flight—18.5 hours if the winds are bad. You're the first officer—or, at least, one of them.

Somewhere below the flight deck an admiral relaxes in deluxe quarters, waiting for an elegant meal. There are no passenger seats on this cargo

A navigator drops a combined flare-and-smoke bomb from the aircraft. Watching it through a grid from an observation window, he can determine the aircraft's drift. Sun lines and stars, viewed with an octant first developed for ships in the 1700s, help determine the aircraft's course to Honolulu. Smoke is used for daytime observations while the flare can be observed at night.



A.J. Leftwich, known better as Jack or "Lefty," piloted such flights from 1942 to 1945.

Once he arrived in Hawaii there was a day or two off, then a flight in a Martin Mariner PBM-3R twin-engine flying boat to deliver supplies throughout the Pacific, starting with a 900-nautical-mile run to Palmyra Island Naval Air Station.

Leftwich first got a pilot certificate on his own in 1940 flying a Piper Cub in Indiana. His love of flying survived a midair collision when he was a teenager. When he

was six years old, his mother died and he was sent to live with his aunt and uncle in Kansas City. They lived close to the downtown airport, and he spent most of his free time watching the airplanes take off and land. When he was 15, the only thing he wanted for his birthday was an airplane ride, and after much begging, was granted that wish by his reluctant aunt, who made all decisions concerning her nephew. On the evening of Aug. 7, 1932, as he and his pilot were taking off, Mildred Kaufman and her passenger were coming in to land, with the sun setting in front of her plane. As the aunt and uncle watched in terror, the two planes collided over the runway. His pilot pulled him out of the wreckage and all he had was a cut on his forehead. Unfortunately for Mildred, who held the women's record for continuous loop-the-loops, she died later that night from head injuries. Her passenger survived. He still carries the scar on his forehead from his very first airplane ride, and still has the newspaper article from that day.

After getting his private certificate he joined the Civilian Pilot Training program, repeating much of his earlier training and progressing through aerobatic training in a Waco UPF-7. The flying boat, a term used by its crews, was magical compared to the Waco, he said. One day a letter arrived that started, "Now it is time to redeem your pledge to your country." It said the airlines needed pilots to replace those headed for the war, and offered a spot for Leftwich at American Airlines. He felt Pan American sounded more glamorous and was allowed to switch. His first assignment was in unglamorous Brownsville, Texas, for training.

Thirty of the students were later sent by Pan Am to San Francisco for flying boat training. "The transition from the DC-3 to boat operations was astounding. It's just a different world entirely. The transition to flying boats was announced in the office of the pilot in charge of flight training. There were 15 pilots in the office that day. He said, gentlemen, we are going to go down to the dock and we are going to board a Martin PBM-3R. We had no idea whether the Martin PBM-3R was a submarine or a blimp. The purpose was to give an evaluation of a pilot's performance in an aircraft he had never seen before in his life. We were asked to do a 45-degree bank, and in the process you could be assured the inboard engine would be cut. It was traumatic for some of the boys. Two were discharged as a result of that flight."

Since Pan American was part of the military service, Leftwich has military medals from his service to the country. The route extended to Brisbane, Australia, and New Zealand.

He continued flying for Pan Am, transitioning through the DC-4 to the DC-6, and ending his career in Germany flying inter-country routes. During that time pilots of the Soviet Union occasionally escorted him with a fighter if he deviated outside 10-mile-wide air corridors because of weather. After such an incident there was endless paperwork to fill out, assuring the Soviets that the deviation was necessary. When not busy harassing civilian airliners, Soviet pilots were busy creating sonic booms to rattle the citizens of West Berlin.



Figure 2 Lefty meets Lord Mayor Willy Brandt in Berlin, 1961.

A photo from that time shows him shaking hands with then Lord Mayor of Berlin Willy Brandt at the start of DC-6 service in 1961. In 1977, Lefty retired from Pan Am as a Boeing 727 captain and remained in Germany for three more years.



Figure 3 Lefty, on his 93rd birthday, flies with his grandson in a two-seat Quicksilver Sprint

He later moved to McLouth, Kan., near Kansas City, and bought a Cessna 172. He calls his private air strip “Threshing Bee Airport” because there is an old-fashioned threshing bee next door on the

local fairgrounds.

In August 2010, he announced he was going to “hang it up” and celebrated his ninety-third birthday flying his 34-year-old grandson in a two-seat Quicksilver Sprint assembled by his son. His son is Bill Leftwich, a senior airworthiness inspector for Gulf-

stream in Savannah, Ga. Leftwich once worked with Phil Lockwood in Sebring, Fla., on the design and manufacture of the twin-engine Air Cam. One of the Air Cams he helped to build was on the July 2009 cover of AOPA Pilot.

Did Lefty really “hang it up” on his ninety-third birthday? After his final flight with his grandson aboard, Lefty reversed his decision to hang it up. There’s still some flying to do.

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

I want to talk about what happened this year at the airport. If you don’t know what went on I am going to tell you. First all the 3rd Saturday of each month we have a fly in and we usually have breakfast and chill with our friends, other people who love flying.

We have a meeting the Tuesday before the 3rd Saturday and its fun, you get to know what’s happening what we’re gonna do and where we are gonna go. Every year we take some trips, we have gone to some neat places, like museums. We get to talk about those places during the meeting. We had some workshops this year where we did some things to help us learn how to build an airplane. Another thing is that in September we have a big flyin. We get to camp out the night before and then Saturday is a huge flyin and that night we have a big banquet and someone comes to tell us about what they have done.

We also have a Christmas party every year where everyone dresses up and brings food. There is so much food that we eat and talk with all our friends and have a great time.

I am so looking forward to doing more of all those things next year and flying different places. I’m also looking forward to more flying lessons next year. There is so much to learn! Every now and then I get to fly in a different airplane. Each one is so awesome. I hear that next year there is a chance I will get to fly right seat in a Lear Jet. Wow!!!

Projects Update:

Jim Harchanko
Bob Wilson

RV www.flickr.com/photos/rvflyer03/sets/
Dragonfly
<http://hiwaay.net/~bzwilson/dragonfly/index.html>

Calendar of Events:

Dec 14 1730hrs Chapter **Christmas Party** <http://eaa190.weebly.com/>

Dec 21 0730hrs Fly-In Breakfast at Moontown <http://eaa190.weebly.com/>

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Jan 14 1800hrs Chapter Meeting <http://eaa190.weebly.com/>

Jan 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 1-6		SUN 'n FUN	http://sun-n-fun.org/
Apr 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jun 10	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jun 14	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jul 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 28 – Aug 3		Oshkosh	http://www.airventure.org/
Aug 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sep 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sep 20		Experimental Aircraft Association Annual Open House, Sponsored by EAA Chapter 190 At Moontown Airport	http://eaa190.weebly.com/
Oct 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Oct 24-26		SERFI	http://serfi.org/
Nov 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/

Nov 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 16	1800hrs	Chapter Meeting & Christmas Party	http://eaa190.weebly.com/
Dec 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
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Jan 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Ports of Call:

Lawrenceville, GA	LZW	EAA 690	1 st Saturday
Rome, GA	RMG	EAA 709	1 st Saturday
Winchester, TN	BGF	EAA 699	1 st Saturday
Gallatin, TN	M33	EAA 1343	2 nd Saturday
Guntersville, AL	8A1	EAA 683	2 nd Saturday
Murfreesboro, TN	MBT	EAA 419	2 nd Saturday
Huntsville, AL	3M5	EAA 190	3 rd Saturday
Shelbyville	SYI	EAA 1326	4 th Saturday
Decatur, AL	DCU	EAA 941	5 th Saturday
Fort Payne, AL	4A9	EAA 890	5 th Saturday

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 –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