

	<h1 style="text-align: center;">PROPWASH</h1> <p style="text-align: center;">Propwash is published for dissemination of information about and for this chapter and its members. President Joe Baldauf, Vice President Charles P. Cozelos, Secretary Bryan Tauchen, Treasurer Ed McWhiney, WebMaster Jeff Spencer.</p>	
EAA Chapter 190	http://eaa190.weebly.com/	March 2010

Photo of the month:



“OK, let’s get this show on the road!”

Presidents Message:

Now that the weather is looking to be great we have a whole new ‘Flying season ahead of us.

We have had some interesting times this winter and had some new beginnings as well as some losses. Guess the losses first.

Jon Moore passed this Christmas and we had a crossing over to the field in the sky. I come to think of two things.... * Old pilots never die in our mind they just go on to a new plane (I shall forever have Jon in my mind when I am at an airport or in the air). Also the Navy saying for comrades who we will not see for a while.... * May you have fair winds and following Seas till we meet again in the great Navy place of God’s kingdom.

To that end; on the 20th of March at 1000 we will be dedicating the Moontown Tower to the memory of Jon.

Now for the future plans:

Short term goals and actions include:

1. Find out what Equipment we have, deciding how we are to store, maintain and use it, and making decisions about who will manage it.
2. Finish the patio in front of the kitchen (cement pour)
3. Fly in breakfast 20 March... Let’s get out and let’s help on the line... See me if you do not know what to do. Keep safety first and do not hesitate to stop unsafe acts....
4. Other projects we can support and who is building what. Pictures and technical support...
5. New Web site (thanks Jeff) and items you would like to contribute.

6. New member drive (recruitment). Post card creation and mail out to EAA members within 30 miles of Moontown.
7. Jeff, Brian and Lisa on Young Eagles' events are doing a great job. We need more volunteers to assist and to provide ground school.
8. Tuesday Night 16 March I will provide a brief concerning: Why airplanes fly and some interesting experiments.... Engineering and Physics at its BEST.
9. In addition....Jim Green will try to come and show some of his Aviation ART.

Long term discussion:

10. We will provide detail for future technical sessions and provide information on places. For now it appears we will have technical session on Tuesday night before Fly in and then devote Saturdays to flying and management of....
11. Some future events to include: George to brief on Yak acquisition and flight characteristics, Stearman brief and history... RV brief and walk around.... Sail Plane brief and theory.... AND other items you want to include... It is your Chapter. As for now we will hold the Tuesday night meetings at Flyboys from 1800-2000 (6PM-8PM) with ability to show pictures and other stuff... I have some authors of flying books lined up to talk as we go forward and there are some great webinars coming on...
12. (a good number as I recall...) We need to encourage members to stand up and take lead on items and to look at becoming officers for the club this coming year. I do not intend to get stale at doing this....

I would like a complete roster of members and want to talk with people who would be willing to take on leadership this coming year.

See 'y all' at Flyboys and at the field next Saturday...

Member Spotlight:

Ya know what I think we've been missing? A Member Spotlight. We have some great people in the chapter. NO! I mean it. There are some great Americans. We've got some real war heroes, leaders of the community, and folks with some very interesting stories to tell. It's been that way as long as I've been a member of the chapter. My biggest regret as far as the chapter goes has been, and probably always will be that we didn't video tape the meeting when we had Ted Angelof speak. As the kids say these days, OMG. For those of you who weren't privileged to be there, He was one of the men who made the raid on Hiroshima happen. He spoke for over an hour on the B-29, the war, and other topics, paused and said maybe he should stop, but we all asked him to continue.

Another loss is the recent passing of Jon Moore. Well, long story short. We have others in the chapter with great stories to share. I know just about everyone of us isn't the type that likes to get in the spotlight, but hopefully month by month, we will get to meet another member of Chapter 190.

To start things off, I thought of George Myers. I've known George since I first came to Moontown (as a pilot, but that's another story). George has always been able to run the airport in such a way that it's open. There aren't miles of concrete, not an inch of fence, and no

one has ever asked me to take off my shoes or worried whether or not I have anything stuffed in my underwear (crude reference to the Christmas Bomber in Detroit). I know of no other place where we who love aviation can be in the country, sit on the grass on a warm summers afternoon with our kids or grandkids hoping that the aviation bug bites them too. For those of you who know me, you understand how thankful I am that my aganonie (granddaughter in Greek) has been bitten, and is happy to call herself a “plane nut”. And thankful there is a place she is free to run amongst the planes, play in the grass, ask where “JulietCharlie” is, or is Tweedy Bird going to be here this weekend. This is possible because of George Myers. George has always been there for those of us that use the airport and for the chapter. George, Thank You!!

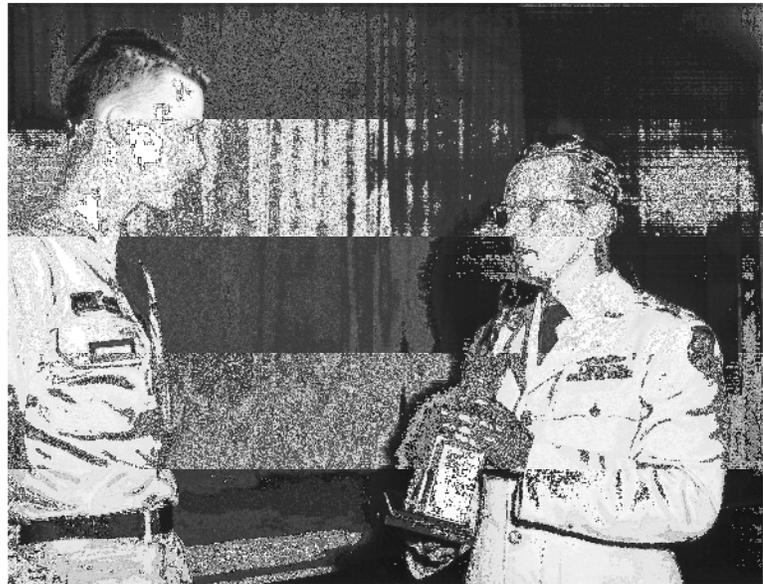
I asked George to tell us about himself. Well actually I threatened him by saying that if he didn't come clean, I'd make it up... LoL. I wanted to include a bit of where did ya come from and how did you end up here at 3M5. From what George has jotted down here is the picture I've gotten.

George says:

I was born in Morgantown, West Virginia on June 26, 1938 and lived in WV until September 1959. I earned tuition money by working for 18 months at ORMET, an aluminum reduction mill, and then moved to Inglewood, CA to attend Northrop Institute of Technology. I achieved a BS degree in Aeronautical Engineering and later earned a MS in Engineering Mechanics and Material Sciences at the University of Central Florida. I took my first airplane ride at Morgantown Airport with my uncle Ken when I was less than two years old, soloed at age 18 and earned my private license at age 19. I worked at Morgantown Airport as a line boy, field mower, and all around handy person. I joined Civil Air Patrol and eventually earned top honors as a cadet. I was in CAP for 18 years, serving as Cadet Squadron Commander, Encampment Commandant of Cadets, was outstanding cadet in WV Wing, attended a foreign exchange in Norway, was a member of the first National Cadet Advisory Council, was Huntington Beach, CA Squadron 91 Commander, and Orange County Group 13 Commandant of Cadets. I had a nomination to the Air Force Academy through CAP but could not pass the flight physical and therefore was not accepted.



George, Father and Uncle Ken's T-Craft



Outstanding CAP Cadet Trophy presented to George Myers by WV Wing Commander

My first engineering assignment was at Douglas Aircraft Co. as an aerodynamics engineer on the A-4E Skyhawk. I moved on to Douglas at Huntington Beach as a stress analyst on the Saturn Rocket third stage and Skylab and was a member of the Saturn Apollo launch team at KSC through Apollo 10. I returned to Douglas Aircraft Long Beach as a Stress Analysts on the DC-10 Aircraft. The next part of the journey was a move to Orlando, Florida in 1971 to work for Martin Marietta Aerospace as Mechanical Integration Leader and stress analysts on a hypersonic integral rams jet rocket missile that never went into production. I came to Huntsville in 1985 to work at Teledyne Brown doing Space Shuttle payload integration. I finished my engineering career as a stress and thermal analysts at Chrysler Huntsville Electronics. There were some other short assignments at MSFC, AMI in Colorado Springs, Harris in Melbourne, FL, Michoud, LA, and Iuka, MS.

I met Shirley in New Martinsville, WV on a New Years Eve 1958 blind date just before I went to work at ORMET. We were married in La Mirada, CA on September 23, 1960. (OK folks, if you're paying attention this means 50th anniversary is right around the corner). She hired on as a secretary at Space Technology Labs while I attended school and worked at Hawthorne Community Hospital. We adopted two children, Robert in 1965 and Amy in 1967, and now have five grand children (two adopted) and one great-granddaughter.



Shirley at Epp's 4th of July Celebration



George and Great Granddaughter Camryn

We purchased our first airplane, a Luscomb 8-E, in 1964 and I flew it from California to KSC when we made that move and flew it back as far as San Angelo, TX when I returned to California. I had to leave it there due to bad weather but an airline pilot friend finished the delivery later. I purchased the Mooney in partnership in 1972 and bought my partner's shares when we moved to Alabama. The L-16B that I helped to restore was one of the planes that I took orientation rides in as a CAP cadet and later flew as a senior member.

Moontown Airport was offered to me by Buz Barton when he was ill with cancer. He agreed to help Shirley and I get organized but passed away before he could do that. I mortgaged my Mooney for a down payment and Shirley and I took ownership on January 1, 1990, too early for me to retire, so we subleased it until 1994. Since then the airport has had enough income for us to hire a staff while Shirley and I handle the bills, payroll, taxes, Government

paperwork and everything else necessary to manage the operation. We also pitch in with up-keep chores. The airport has allowed me to continue the kind of flying that I like, using the Mooney for vacations and to visit family in Florida and West Virginia. We have flown it from coast to coast, to Canada and the Bahamas. I use the L-16 and the Yak for EAA Airventure, SNF and air shows when invited. I plan to keep doing this until my body and/or mind stops me. Keeping a privately owned public use airport in operation is not an easy task but I enjoy the challenge. Shirley calls it my dream and her nightmare. I joined EAA Chapter shortly after purchasing the Airport, have served as program chairman, VP and President. I no longer serve an official position but do organize the annual fly in.

I was asked to give some "sage advice". There is a lot of talent around Moontown and egos bigger than mine. I don't usually offer advice out of respect for our customers. If asked by anyone, I offer suggestions based on my 72 years of living on this fine planet and I offer help where I can.

I could probably write a book about our lives but I don't know who would want to read it. I had no idea that life could be so good for a couple of middle class kids from the river valleys of West Virginia. We have worked for great companies and on interesting and important projects. I have met some of my aviation heroes and many other interesting aviators, engineers and leaders. Life is good.

Calendar of Events:

March 16	1800hrs	Chapter Meeting at FlyBoys restaurant	
March 20	0730hrs	Fly-In Breakfast at Moontown	
	1000hrs	Radio Tower Dedication in the memory of Jon Moore	
April 13	1800hrs	Chapter Meeting	
April 13-18		Sun-N-Fun Lakeland FL.	www.Sun-N-Fun.org
April 17	0730hrs	Fly-In Breakfast at Moontown	
May 15		International Learn to Fly Day	
July 26 - Aug 1		AirAdventure Oshkosh	www.AirVenture.org
Oct 22-24		SERFI	www.SERFI.org

Minutes of Last Meeting:

Sorry to say that a copy of the minutes was not available as the deadline approached. As we say in the NAVY, "I'll fix it."

Technical Corner:

Technical Corner is pushing it a bit this month by introducing the new chapter web site thanks to the work of Jeff Spencer. You really should check it out. Looks great! We are trying to have ALL PROPWASHes available on the website. I know its great getting this thing emailed to you, but in the future you will find it posted on the website. Feel free to download your own copy, print one out for your library or even copy and mail to friends. That could be helpful in trying to get the word out about the chapter. We should be able to double in size this year simply by getting the word out. I am surprised at the number of like minded folks here who don't know about the chapter. You'd think we should have a huge chapter with the Aviation Command here as well as the

Helicopter projects going on around town. The website address is also part of the banner on the top of the first page.

<http://eaa190.weebly.com/>

Young Eagles:

Flight Advisors NotePad:

Joke of the Month:

OK here we go; here are some squawks and the solutions that resolved the problem. These have been around for years, but they still make me laugh uncontrollably.

Problem: Left inside main tire almost needs replacement.

Solution: Almost replaced left inside main tire

Problem: Test flight OK, except autoland very rough.

Solution: Autoland not installed on this aircraft.

Problem: Something loose in cockpit.

Solution: Something tightened in cockpit.

Problem: Dead bugs on windshield.

Solution: Live bugs on backorder.

Problem: Autopilot in altitude-hold mode produces a 200-fpm descent.

Solution: Cannot reproduce problem on ground.

Problem: Evidence of leak on right main landing gear.

Solution: Evidence removed.

Problem: DME volume unbelievably loud.

Solution: DME volume set to more believable level.

Problem: Friction locks cause throttle levers to stick.

Solution: That's what they're there for.

Problem: IFF inoperative.

Solution: IFF always inoperative in OFF mode.

Problem: Suspected crack in windscreen.

Solution: Suspect you're right.

Problem: Number 3 engine missing. (Note: this was for a piston-engine airplane; the pilot meant the engine was not running smoothly)

Solution: Engine found on right wing after brief search.

Problem: Aircraft handles funny.

Solution: Aircraft warned to straighten up, fly right, and be serious.

Problem: Radar hums.
Solution: Reprogrammed radar with words.

Problem: Mouse in cockpit.
Solution: Cat installed

From the Editor:

Jimmy Holt has done a great job in the past. Life takes him overseas for now, I believe in Afghanistan. Unfortunately in the transition we don't have the word documents he's used to get the newsletter out. I have done my best, in the time allotted to get things out, and will continue to grow the newsletter in the months ahead. I believe most of the areas here will remain and I'm looking for more to add. If anyone has any suggestions I welcome them. If anyone wishes to get upon your soapbox, feel free, I'll probably print it. If you wish to exercise a desire to write, do so. Thanks, Charles.