

	<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 Wayne Johnson 585-9614, Secretary Bryan Tauchen, Treasurer Ed McWhiney , Editor Jimmie Holt 783-7450  <a href="http://EAA190.org">http://EAA190.org</a></p>	
Tennessee Valley	EAA Chapter 190	December '09

**President's Notes:**

EAA Chapter 190 Members:

We are now winding down 2009....  
 Boy am I feeling old, almost as old as George.

Let's be sure this Christmas season finds us all in good spirits. I hope The fantasy of flight and passion for keeping things in the air has not been lost with all the stresses of life.

We still have some close out items to attend to:

- \* 2010 renewal of membership in Chapter
- \* Discussion on storage area for Chapter equipment.
- \* possible bring of TRI-Motor to Moontown.
- \* Young eagles
- \* Need for new VP and start thinking about new chapter officers...

Aviation and the passion for flight is important to the EAA, Chapter and individuals.

Things happen because we make them happen.

I hope we can continue to have an active organization and encourage more members to contribute to the events.

V/R  
 Joe Baldauf  
 EAA 190 President.  
 Have a joyous Christmas

**50th Anniversary of Cherokee to be Celebrated at Oshkosh:**

One of the iconic general aviation airplanes of the past half-century, the Piper Cherokee, will be honored this summer at EAA AirVenture Oshkosh, "The World's Greatest Aviation Celebration," at Wittman Regional Airport on July 26-August 1. A mass arrival of 50 aircraft will kick off the golden anniversary event, with other activities and program included for Cherokee owners and enthusiasts throughout the week. All Piper

Cherokee clubs and owners groups are invited to participate in the activities.

*“There are just a few airplanes that are instantly recognizable as part of the flying community at nearly every airport, and the Piper Cherokee is among them,” said Tom Poberezny, EAA president and AirVenture chairman. “The design has been a part of aviation history for those learning to fly, enjoying the freedom of flight or using an aircraft as part of their business.”*

The historic mass arrival of Cherokees on Friday, July 23, just before AirVenture’s opening day, is being organized by the Cherokees2Osh group and has already filled its maximum of 50 aircraft. All Cherokee owners and pilots are welcome to arrive at Oshkosh independently, however, and participate in all the other festivities. More information on the group and other activities is available at the group’s website at [www.cherokees2osh.com](http://www.cherokees2osh.com).

The Cherokee received its type certificate from the Federal Aviation Administration in 1960 and was first shipped to the marketplace in 1961. More than 30,000 Cherokees and their direct descendants, the Piper Warrior and Arrow, have been built over the past 50 years.

*“There’s no better place to bring together the greatest number of Cherokees for the airplanes’ 50th anniversary than Oshkosh,”*

*said Terry Hocking of Nashwauk, Minn., who is a lead organizer of the celebration. “The Cherokee has been an important part of the aviation community for the past 50 years, so we’re looking forward a great reunion of aircraft and people at AirVenture in 2010.”*



### **A Belated Happy Birthday to the DC-3:**

Not only is today the 106th anniversary of the Wright brothers’ first successful powered flight, it is the birthday of the venerable Douglas DC-3. On December 17, 1935, the first DC-3 flew over southern California, an uneventful maiden flight for what would become one of the most important aircraft in aviation history, and is still used as a workhorse aircraft around the world.

Next summer at AirVenture Oshkosh 2010, EAA plans a major celebration of the 75th anniversary of the DC-3 and its military variant, the C-47. In addition to a massed gathering of aircraft, there will be

special programming throughout the week aimed at reuniting scores of pilots, flight attendants, mechanics, crew chiefs, paratroopers and passengers that flew, operated and traveled in these aircraft.

While exact details of the festivities are still being finalized, planned activities include a mass formation arrival, a designated aircraft display area, historical and technical forums/presentations, fly-bys and a special evening DC-3 commemorative program at Theater in the Woods.

A group of DC-3 owners and operators has organized to join the reunion with a massed formation arrival at Oshkosh on opening day of AirVenture. The gaggle is planning to gather up in Rock Falls, Illinois on the weekend prior, arriving at Oshkosh on Monday, July 28. For those wishing to participate in the group arrival, a website has been launched at [www.thelasttime.org](http://www.thelasttime.org). Up to 25 arrival slots are available.

The DC-3 was first designed as an all-metal passenger airliner, later evolving to a coast-to-coast luxury transport complete with sleeping berths. By the late 1930s, it was estimated that 90 percent of America's airline passengers were flying in the DC-3. More than 14,000 of the type were built, with some 10,000 of them used extensively in all

World War II operations theaters carrying the C-47 designation.

Fewer than 100 of the aircraft remain airworthy in the United States. Thousands of those airplanes went into civilian service after the war in countless applications, from freight to fire suppression. The airplanes continued to be upgraded for many uses today, with one of the world's leading DC-3 converters - Basler Turbo Conversions - based at Wittman Regional Airport in Oshkosh, also home to EAA and AirVenture.

DC-3 Landing at Moontown



## **NORAD Tracks Santa!**

Santa still has a place in our home, and he always will.

Every year, the North Americans Aerospace Defense Command, which has the very serious mission of scanning skies for airborne threats from its location near Colorado Springs, sends out a press release reminding the public that it will be tracking the Christmas Eve flight of Santa Claus around the world.

When I grew up, kids and their parents could call a special telephone number for NORAD and get a location on the rotund man and his reindeer. My brother and I would crowd around to hear the recorded message about where and when Santa would make it to Alabama.

Later, with technology playing a greater role, NORAD developed a website, that website included a live stream of Santa's activities. This year, social media dominates, and the jolly old elf can be tracked through Facebook, Twitter, YouTube, Flickr and TroopTube.mil, and in eight languages. Kids going over the hill and through the woods to Grandmother's House even can get a status report through OnStar.

Good to know that Santa's keeping up with the times. And so is

NORAD, which continues to sow some good will and compassion through the gesture.

We owe it all to Santa Claus, of course, but there was an assist by a newspaper. Maybe it's not the kind of assist that a newspaper would like to admit, though. It has to be shared that a newspaper in 1955 mistakenly listed the NORAD command's phone number instead of another number in a Sears ad. Maybe it's not as charming an inspiration as the "Yes, Virginia, there is a Santa Claus" column in the New York Sun, but the ad error inspired what has now become the Santa Tracking Station.

That mistake in 1955 led a warm-hearted colonel, Harry Shoup, who was not initially amused by the incoming calls - to order those in his command that night to give all kids who called such "information" about Santa's journey.

Eventually, NORAD embraced the idea more officially. Today, more than 800 servicemen and women and their families volunteer each Christmas Eve at the Santa Tracking Station to take phone calls from throughout the world and fulfill the mission of keeping kids informed about when they should be asleep in their beds.

This nation is at war abroad, and the economy is dragging many of us down here at home. Holiday rituals and traditions, including tracking Santa Claus's route on Christmas Eve via NORAD, are more important than ever to remind us to cherish what we have and with whom we share it.

NORAD Santa site:  
<http://www.noradsanta.org>



### **A Fond Farewell:**

It has been a year now since I took over as writing the Propwash and has been my great pleasure to provide you the current happenings of EAA 190 and Aviation in general.

Unfortunately due to the growing demands of my job and my upcoming deployment to the Middle East, I must step down as Chapter 190's Newsletter Editor.

I would like to thank all the current board members for contributing to the Propwash and making my job a lot easier. I know the Chapter will be looking for someone to take over for me and I am sure Joe will appreciate anyone stepping up to take on this task.

If I don't get to see everyone in person before I leave I would like to wish you and your family a Merry Christmas and hope that your holiday season will be filled with love and joy.

-Jimmie Holt



