

	<h1 style="text-align: center; color: #E91E63;">PROPWASH</h1> <p>PROPWASH is published for the dissemination of information about and for the members of Chapter 190 of the Experimental Aircraft Association (EAA). President Joe Baldauf, Vice President Charles P. Cozelos, Secretary Bryan Tauchen, Treasurer Ed McWhiney, WebMaster Jeff Spencer.</p>	
<p>EAA Chapter 190</p>	<p style="text-align: center;">http://eaa190.weebly.com/</p>	<p style="text-align: right;">May 2010</p>

Photo of the Month:



Our Monthly Fly-in/Breakfast Motto has always been. “If you can land it, we can park it.”

Photo Courtesy of Wil Good.

Presidents Message:

Joe Baldauf

April We are finally getting some good weather and great days to be in the air...

There are many activities planned this month and we want to ensure all members and visitors feel welcome. Members we need your participation and input on activities. You will note some local events in this news letter that should be very exciting. Some events and happenings include:

- 11 May; at Moontown General Chapter meeting, food provided, George to have presentation on YAK with some photo opportunities.
- 15 May: Moontown Fly in Breakfast.....
- 20-22 May: Splash In at Guntersville. Come out and support the event. A can be seen/downloaded at www.alabamaaviator.com/calendar.asp?ac=ind&event=100582

In addition some new items at Moontown include:

- New concrete pad in front of Breakfast area (Thanks to Jim and his team)
- New tables (Again, thanks to Jim and his team....)

We are also planning for the September annual big fly in weekend at Moontown and need you support and cooperation. The chapter has great activities and must have membership support.

Lastly we need to get people thinking about holding offices and stepping in to leadership position after September... It is very important to have rotating leaders. Please consider this as a step to maintain our chapter. As one of the oldest chapters in EAA, our legacy is very amazing. We also need a major scrub of bylaws and some vision for the future.

V/R
Joe Baldauf
President EAA190

Member Spotlight:

Joe Baldauf



While I feel very uncomfortable doing these; I promised Charles I would...

So let's play the bullet game:

- I was born (March 4, 1951) in South Dakota, Custer, in the Black Hills and spent early years in Sioux territory: You know horses, tractors, work hard from 7 years old on (same old stories of poor country kids)
- Moved to Colorado in teen years and lived in 'high Country' (where my heart still exists)... Became a super cadet; CAP, ROTC, Drill Competitions, National Superior Cadet 3 times, Boy Scouts, all the fast lane organizations... Academics in Physics (yes Rocket Science) and Engineering. Got Physics/Math degree from CO State with ROTC scholarship (senior cadet staff for logistics). Also received Cadet Flight training and got private pilots license with experience in T-34, T-41, T-37, L-19 to name a few. I later went back to UCF and earned a masters Degree in Systems' Engineering with a near PHD in Compute Engineering and specialty in Robotics/Neural Networks design.
- Military time: After basic schools I went to APG and as a side line was custodian of the APG flying club, there mostly flew C150, V35, Bird Dog and on occasion got up into the C172. Then after a very short Special Ops stint in Viet Nam; was immediately stationed to WSMR for R&D work in missile technology. While there I was immediately asked to run the WSMR flying club, which as you could imagine, was a very large club with many different types of aircraft. Way too many flying stories to tell here.

- Bottom line for this article was I spent 32 years (CS/Military) in special operations; most of which is still sensitive stuff. I retired Navy as an O-6 (Captain) in what is know as the Engineering Duty Officer area of expertise. I currently am the MDA Senior Systems Security Engineer

- While I mostly flew club aircraft for recreation, my only interesting story was my re-building of a Taylorcraft and flying it to Alaska to sell. I assisting in building and restoring quite a few A/C, but those stories are far too long for this article.

As for my future endeavors, I try to keep an open mind. I appreciate Vintage and War Bird Aircraft; however I know future designs can be safer, more accurate and more efficient. (Least efficient/most accident prone thing in an aircraft is the pilot). I see some promise in UL/LSA area and am concerned about airspace control for safety... Lots to discuss there. I still like the South West and if it were me alone, would mostly likely be back after retirement in a few years. Flying there is very interesting... Clear, hot and challenging...

Now so much for me, who's next in the chute, let's get some members energized.

Jim H. We have not heard about you lately???

Maybe in the June issue?

Minutes of Last Meeting:

Jim Harchanko

Minutes of EAA 190 meeting on April 20, 2010

The Chapter met at the FlyBoys restaurant on Bailey Cove Road in SE Huntsville. A short business meeting addressed the following items: (1) the treasurer stated that his plan was to provide specific numbers at our meetings however the newsletter report would be more general. There were no objections to this approach. (2) Consideration of storage facilities was put on hold pending and inventory of EAA 190 equipment and an indication of when we would have to vacate Jon Moore's hangar. (3) George is working on sending out post cards inviting EAA members in the local commuting area to our chapter. (4) Charles requested inputs for our newsletter from all members. (5) The next meeting will be at Moon-town and a potluck or cookout menu will be considered. The main feature of our meeting was a presentation by local author Jamie Dodson who gave a superb overview of the history of flying boats and Pan American Airways link to the military as it developed its Pacific route to Hawaii, Midway, Wake Island, Guam, Philippines, and China in 1935. Mr. Dodson has published two books: *Flying Boats & Spies* and *China Clipper*. Both are excellent and enjoyable reading with factual history interwoven into the fictional story. Several persons at the meeting purchased the books.

Treasurers Report:

Ed McWhiney

The April Fly In breakfast held on April 17th was a success. After expenses, both Chapter 190 and the Buckhorn High School Band netted a profit. This despite the poor weather in Tennessee and the AOPA Sun and Fun Event on that day.

This Months Meeting Program:

Charles P. Cozelos

The program this month will be held in and in front of the FBO at 3M5. After a short business meeting George Myers will present a program on the YAK. I understand he will be going over the history of it in the Soviet Union as well as the history of how they came to be in this country as well as its capabilities and handling characteristics. Discussions will begin

on the planning of the September Fly-In and I hear something else is in the works as well. I get the feeling that there is some planning going on that should lead to better and better programs.

Technical Corner:

Young Eagles:

Jeff Spencer

For Young Eagle pilots that have an opportunity to fly one or more Young Eagles but don't have ready access to a form, your problems have been solved! On the "Young Eagles" tab of the Chapter's website is an Adobe pdf version of the Young Eagle registration form that can be printed out and completed. Make sure you have the Young Eagle's parent or legal guardian sign the waiver of liability on Page 5 of the form. The completed form can then be given to me or sent in to the EAA Young Eagle office via US mail. Two Young Eagle flights were conducted by the Chapter this month.

Jeff Spencer
EAA 190 Young Eagle Coordinator

3M5 NOTAMs:

George Myers.

Much has changed at Moontown Airport since Shirley and I purchased the business back in January 1990. I had been around the field since 1986, just after Buz Barton started operations. Bill Ledford, like Buz was an Air Force Vet and was the mechanic. Along with Jane Barton, the three operated the airport along with a lot of support from many flight instructors and some volunteers to help mow the grass and other upkeep items. Tie down, fuel, and airplane rental prices were very low. Most of the airplanes were tied down in the grass.

Since 1990, the airport has grown in acreage, many hangars have been constructed, and very few airplanes are tied down outside, yet the airplane population has grown from 65 to 95 plus or minus a few. Most of the hangars are owned by the pilots who pay a land lease fee and the owners are responsible for the upkeep. We have asphalt taxi/driveways to keep dust down and to prevent propeller damage. Grass mowing is contracted out and there is very little regular volunteer help from people based at the airport. All of the paving was completed with

money provided by our customers. Customer funds in the form of hangar fees and land lease pay for the services provided.



Of course the Government has been here to help with extra and expensive regulations. We now have Alabama Department of Environmental Management (ADEM), Alabama Department of Transportation, The State Weights and Measurements people, TSA, and of course our insurance people to keep happy. There are li-

cense fees and taxes to pay. Keeping up with those requirements is very time consuming but the effort is worth the outcome.

The result of all this growth is higher prices but still very competitive for the relative freedom we all have. If I was a rich person, I probably would have some very expensive War Birds hangared in a private fly-in community, but since I'm not, I'm very happy for what I do have. We have changed from a mostly volunteer community to one that supports us through fees for services. Our staff now consists of six employees and staff members plus Harold McMurrans Southeastern Aircraft Rebuilders and the land owner. When I need help, I can usually get volunteers based on the variety of expertise found among our pilots or EAA members. I hope we can keep this going for a while. Moontown is a nice place to be.

Flight Advisors NotePad:

Wayne Johnson

Projects Update:

Calendar of Events:

May 11	1800hrs	Chapter Meeting at Moontown Airport	http://eaa190.weebly.com/
May 15	0730hrs	Fly-In Breakfast at Moontown International Learn to Fly Day	http://eaa190.weebly.com/
May 20-23		Annual Guntersville Splash-In	matt.metcalfe@guntersville.org
May 29		33 rd Annual Hot-Air Balloon Classic	www.alabamajubilee.net/
June 5	1200hrs	Good Neighbor Day Atlanta – PDK	www.pdkairport.org/index.asp
June 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
June 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
July 17	0730hrs 8000hrs	Fly-In Breakfast at Moontown Cub Scout Day at Moontown	http://eaa190.weebly.com/
July 26 - Aug 1		AirAdventure Oshkosh	www.AirVenture.org
August 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
August 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sept 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sept 18-19		Annual Grass Field Fly-In Moontown Airport	
Oct 9		The Great Georgia Airshow	
Oct 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/

Oct 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Oct 22-24		SERFI	www.SERFI.org
Nov 13		Andalusia Homecoming Airshow	
Nov 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Dec 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Joke of the Month:

The FAA has a device for testing the strength of windshields on airplanes. The device is a gun that launches a dead chicken at a plane's windshield at approximately the speed the plane flies. The theory is that if the windshield doesn't crack from the carcass impact, it'll survive a real collision with a bird during flight.

During the development of the Eurostar, the high speed train that travels through the Chunnel at speeds of 186mph, to connect Great Britton with the rest of Europe. The French were very interested in this method of testing and wanted to test the windshields on the new locomotive.

They borrowed the FAA's chicken launcher, loaded the chicken and fired. The ballistic chicken shattered the windshield, went through the engineer's chair, broke an instrument panel and embedded itself in the back wall of the engine cab. The French were stunned and tried again; same results. After careful analysis a third attempt was made with the same results.

This was not predicted in any design work up to that point. The French were stunned and stumped. Finally they asked the FAA to recheck the test to see if everything was done correctly.

The FAA reviewed the test thoroughly and had one recommendation:

"Thaw chicken before test."

From the Editor:

Charles P. Cozelos

Got a question for ya. I've been trying to make the PROPWASH something chapter members look forward to each month. I want to include as many upcoming events as possible, and interesting short articles covering everything going on in the chapter. What I've had in mind is something that is useful to each one of us, both to keep posted on the goings on in 190 and 3M5 as well as something we can use to spark interest in folks to let them know about our chapter. Would love to have them come join us! Now that the PROPWASH is available on the website, it should be easy to give folks the website address and let them go read or download any issues they wish. Each issue should let them know what's going on and when/where the next meeting or breakfast is. Oh, yea, the question... I have been trying to set up a layout that is easy to read when printed as well as viewed on a computer. The

question is readability. I've been using 12pt. Times New Roman. How readable has it been? Is it OK, or should I go to a larger font? Thanks.....