

	<h1 style="text-align: center;">PROPWASH</h1> <p>PROPWASH is published for the dissemination of information for and about 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;"><a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a></p>	<p style="text-align: right;">November 2010</p>

**Photo of the Month:**



**0635hrs 3M5 18 September 2010. Photo provided by S&S Photography**

**Presidents Message:**

Joe Baldauf

This months night meeting with Jamie on flying boats at O'Bryan's was a success and we all had a great time with food and good discussions about the history of flying boats and the challenges they posed.

The fly-in breakfast had a beautiful morning with great temperatures, clear skies and very fair winds. Had a great crowd fly in as well as a good number of drive ins.... I believe we will be having at least 5 new members talking with them and they are interested in the builder's corner of things.

As the chapter is inclusive to all areas of Aviation, I am interested to see if we have members who would like to represent areas of interest such as LSA/UL, War Birds, Classic and Vintage, 'Homebuilt', Helicopters, gyroplanes, Soaring, or what ever area is interesting to you. It would be wonderful to have information available for both the web and the news let-

ter with articles, pictures and items of interest. All items will be accepted. Our world is wide open and you are encouraged to take part in your chapter. Do not hesitate to share ideas and activities with others.

## **Member Spotlight:**

Jeff Spencer

I was born in Woodstock, IL and lived for the first six years of my life in Crystal Lake, where my dad was a heavy equipment operator and mechanic for a construction company. Mostly what I remember about those years was the cold and the snow. Construction jobs tend to be transitory in nature and my dad's was no different.

In 1965, we moved to West Memphis, AR, which is where I grew up. I went to college at Christian Brothers College in Memphis, TN, where I earned a degree in Mechanical Engineering and met my wonderful wife Susan (also a Mechanical Engineer). Growing up in a working-class family with three brothers and a sister, flying of any kind was a luxury that we couldn't afford. Consequently, my first ride in any kind of airplane was when I was a senior in college and I was invited down to fly commercially to Ingall's Shipbuilding in Pascagoula, MS for a job interview.

I didn't take that job. Instead, I accepted an offer from the Tennessee Valley Authority to help build the Bellefonte Nuclear plant near Scottsboro, AL. As many of you know, TVA stopped work on that plant in the mid 1980s. About that same time, a major event happened in the manned space flight program – the loss of Space Shuttle Challenger. Challenger's loss resulted in some significant changes in the NASA workforce, including the opening of a number of new positions that TVA employees (like myself) were able to transfer in to.

My interest and involvement in general aviation was really kind of a fluke. My wife took a job with Teledyne Brown Engineering in Huntsville in the mid 80s working Spacelab payload integration. Her team lead at Teledyne, Sanford Proveaux, was a pilot and certified flight instructor. Over time, Susan, Sanford and I became friends and one day Sanford asked me if I was interested in learning how to fly. Being one that likes to take on personal and professional challenges, I said it sounded like fun. How much would it cost? "Nothing" he said, "I'll give you free lessons." Wow! You can't beat free. However, there was still the plane rental cost, insurance, etc. I decided to buy a 1977 Cessna 150 (\$9,500 back then), form a flying club as a business and write off the expenses. This was before the IRS cracked down on such things.

Anyway, I began taking lessons in my C-150 at a quaint little airstrip called Moontown run by a couple named Buzz and Janie and within a few months got my private ticket. Soon thereafter, our first child (Brian) arrived and we found out that the two-seat 150 wasn't a good family plane so I sold it and moved up to a 1974 Piper Warrior. The Warrior worked well until our second child (Katy) came and it became clear that the time and expense required to fly were losing out to the time and expense required for two working engineers to raise two kids. We sold the Warrior in the early 1990s and I was out of aviation for about 8 years.

Fast forward to late 2001, my office mate at work, Bob Pride and I started talking aviation one day and the more we talked, the more the flying bug got back under my skin. Susan agreed to the purchase of a used Cessna 172 I'd found provided she got a new Mazda Miata – DEAL! I decided to base the 1969 Skyhawk at Moontown because I'd really enjoyed my flying time there back in the mid 1980's. I was happy to find some of the same faces still

there when I arrived in November 2001. Within a few months, I was introduced to EAA 190 and joined the Chapter. Over the years, I've served as a Young Eagle Pilot, Chapter Treasurer and Vice President. Currently, I'm serving as the Chapter's Young Eagle Coordinator and Web Master. Flying Young Eagles has always been a passion of mine and it's something I plan to continue to do as long as I fly.



**Minutes of Last Meeting:**

Jeff Spencer

The October monthly Chapter meeting was held on Tuesday, October 12th at 6 pm at O'Bryan's Restaurant on Highway 27 East. There were 13 members present, along with 7 guests. Chapter member and author Jamie Dodson gave us an excellent presentation on "The Golden Age of Aviation - The Rise and Fall of Flying Boats". Jamie's presentation was an interactive, multi-media presentation illustrated with movie clips, colorful slides, posters, and display models. Jamie explored the critical role of flying boats played in the first 40 years of aviation. They were used by many early airlines, cargo haulers, explorers, and the military. Finally, Jamie discussed what changed, current uses, and why so few flying boats remain today.

**Treasurers Report:**

Ed McWhiney

5/28/2010	Monthly Fee	5.00	19,891.89
6/8/2010	Joe Baldauf for food served at cookout	47.33	19,844.56
6/8/2010	Charles Cozelos for food served at cookout	29.58	19,814.98
6/9/2010	Jeff Spencer postage	171.49	19,643.49
6/20/2010	Peter Valentine for 50% cut for Fly-In Breakfast	508.07	19,135.42
6/21/2010	Membership renewal – Wil Good	15.00	19,150.42
6/21/2010	Income from Fly-In Breakfast	908.00	20,058.42
7/6/2010	Membership renewal - Louis Brugman	15.00	20,073.42
7/12/2010	Aerovents – Website	114.99	19,958.43
7/19/2010	Income from Fly-In Breakfast	512.75	20,471.18
7/19/2010	Membership – Mark Bowden	15.00	20,486.16
7/26/2010	Peter Valentine for 50% cut for Fly-In Breakfast	375.49	20,110.69

## **This Months Meeting Program:**

Jeff Spencer

This month we will be having our November meeting on Tuesday the 16th at the Veterans museum at 1830 with topics to include election of new officials, budget, newsletter and web-site, Young Eagles, planning events and meetings to include presentations for the next year, technical corner, flight information, and any-other items people want to discuss. I would suggest you grab some dinner ahead of time. If any one wants to meet somewhere, tell me and send a note to the chapter as you desire.

Veterans Museum is located on the grounds of the old Huntsville airport behind Club 222. From the Parkway turn west onto Airport Road, before you get to the soccer fields, look for the signs on your right directing you to the museum.

## **Technical Corner:**

Harold McMurrin

## **Young Eagles:**

Jeff Spencer

### **Sporty's Next Step Program Enrollment Surpasses 5,000**

The EAA and Sporty's Pilot Shop Next Step program has enrolled more than 5,000 EAA Young Eagles, allowing them to pursue an aviation interest beyond a first flight experience. Through the Next Step program, those young people flown through the EAA Young Eagles program now have a clear pathway to participation in aviation - from a first airplane ride with volunteer EAA pilots, continuing all the way to a pilot's license. The cornerstone of this program is free access to Sporty's Complete Flight Training Course online. To date, Sporty's has donated courses that have a retail value of more than \$1 million.

"Sporty's Pilot Shop understands the EAA Young Eagles is an essential first step toward growing aviation through participation, but the aviation community must work together to ensure the next steps are also available," said Rod Hightower, EAA president and CEO. "Sporty's has been a leader that makes it possible for young people to discover their own passion for flight, and their leadership is also encouraging other aviation entities to help EAA build aviation's future."

This program's early success has sparked additional enhancements and benefits, including a first flight lesson. Young Eagles who complete part one of the Sporty's course are eligible to take a free flight lesson at a local flight school of their choice. This gives Young Eagles the opportunity to sit in the left seat and receive 30-45 minutes of flight instruction. Numerous scholarships are available to support continued flight training.

"When we launched Next Step, Sporty's and EAA had a vision of moving Young Eagles from the right seat to the left seat, and we've begun to see results," said Sporty's Founder/Chairman Hal Shevers said. "Sporty's has seen that thousands of young people who began with Young Eagles flights are now enrolled in the Sporty's online course, and we're beginning to see pilots come from the program - exactly what we want to see happen."

A growing number of new young pilots have been directly traced to the Next Step program. One example is Tyler Stargardt of Marshfield, Wisconsin, who passed his FAA check-ride on June 4, 2010, at the Marshfield Municipal Airport. Through his involvement with

EAA Chapter 992, Tyler applied for the EAA Young Eagles Flight Training Scholarship. As one of the recipients, he received \$7,500 to help pay for his flight lessons.

Since earning his Private Pilot certificate, Tyler will also be “paying it forward,” as he plans to soon give EAA Young Eagles flights and introduce more young people to aviation.

### **Flight Advisors NotePad:**

Jerry Barnett

### **Projects Update:**

Geoffrey Jeram                      Pulsar                      <http://www.carefreemaneuver.com/traveller/>

### **3M5 NOTAMs:**

George Myers

### **Calendar of Events:**

Nov 13		Andalusia Homecoming Airshow	
Nov 16	1830hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 20	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 14	1800hrs	Chapter Meeting & Christmas party	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

### **2011**

Jan 11	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 15	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 29-Apr 3		<b>Sun n’Fun – Lakeland FL</b>	<a href="http://sun-n-fun.org/">http://sun-n-fun.org/</a>
Apr 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jun 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

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Jul 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 25-31		<b>Oshkosh AirVenture 2011</b>	<a href="http://www.airventure.org/">http://www.airventure.org/</a>
Aug 16	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Aug 20	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sep 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sep 17-18	0730hrs	<b>Annual Moontown Grass Field Fly-In</b>	<a href="http://moontownairport.com/">http://moontownairport.com/</a>
Oct 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
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## **Joke of the Month:**

You've heard of the Air Force's ultra-high-security, super-secret base in Nevada, known simply as "Area 51?"

Well, late one afternoon, the Air Force folks out at Area 51 were surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room.

The pilot's story was that he took off from Vegas, got lost, and spotted the Base just as he was about to run out of fuel. The Air Force started a full FBI background check on the pilot and held him overnight during the investigation.

By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Vegas was that-a-way on such-and-such a heading, and sent him on his way.

The next day, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MP's surrounded the plane... only this time there were two people in the plane.

The same pilot jumped out and said, "Do anything you want to me, but my wife is in the plane and you have to tell her where I was last night!"

## From the Editor:

Charles P. Cozelos

I have added another new item in the ROPWASH, "Going Someplace", it follows this section. The idea is another angle on member networking which is one of the reasons PROPWASH exists.

If you are planning an outing and wouldn't mind some company or just are willing to provide a seat or two to another chapter member, this could help hold the costs down by sharing some of the expenses with someone. Whether it's "Going Someplace" or "Member Network" or "Projects Update", if you have something for the newsletter just send a note to me at [ccozelos@yahoo.com](mailto:ccozelos@yahoo.com) and I'll take care of the rest.

As we are approaching a new year, I'm reminded of the old adage that you get out of something what you put into it. I've really enjoyed this year! I owe a thank you to each member of the chapter. I've had some wonderful conversations with each of you, enjoyed each of the programs, and I love helping to make the fly-ins a success. Let me especially thank George and Joe.

I feel a part of the enjoyment I gained this year is because I've become active (again). I remember coming out for programs and doing my part for years, holding several positions within the chapter, but for some reason I became inactive after serving as Vice-President under John Robbins. Getting active and contributing again, I can truly say, that I get more out of my association with the chapter than what I put into it. With that thought in mind, I hope everyone will consider some area they would be interested in taking ownership over for the upcoming year. I've got the feeling 2011 is going to top 2010.

## Going Someplace:

. If you are planning on going somewhere and have extra seats or if you are looking to find a ride and are willing to split the expenses get the word out here; For example:

Joe Hasaplane	Cessna 172	2 seats	Oshkosh July 25-31	256-123-4567
Bob Needsaride		1	Sun n'fun 3/29-4/3	256-987-6543
Sam Eatinearly	Cessna 150	1 seat	Guntersville Breakfast 12/12	256-192-8374

## 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.

Air Conditioning	Air Comfort Control	256-851-6991
Aircraft Maintenance	Southeastern Aircraft Rebuilders, Inc.	256-852-9781
Pressure Cleaning	ReNew-It	256-682-0251

### In need of:

Bandsaw	Geoffrey Jeram	216-407-0627
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