

	<h1 style="text-align: center; color: orange;">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 Jeff Spencer, Vice President Charles P. Cozello, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
EAA Chapter 190	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>	October 2011

**Photo of the Month:**



**If you missed Moontown's Annual Grass Field Fly-In you missed this!**

**Presidents Message:**

Jeff Spencer - EAA 687437

Hello Fellow Members!

Thank you to all the chapter members who came out to help at the Annual Moontown Grass Field Fly-In, which was a resounding success! We had very pleasant weather and right around 100 planes fly in during the two day event. I believe the final Young Eagle count was near 200. Photos have been uploaded to our Facebook page. Our banquet Saturday night was nearly full. Col. Leo Thorsness gave a very interesting and moving account of his time as an Air Force pilot in Vietnam, the mission during which he earned the Congressional Medal of Honor as well as his experiences during six years as a prisoner of war in the "Hanoi Hilton".

We had a new member join us last month – David Frank. David joined right in immediately and helped us out a great deal during the fly-in. As I understand it, David is building a project so I'll see if I can't twist his arm into perhaps hosting a chapter visit to see what he's building.

Our meeting this month will be delayed a week to October 18th at 6:30 pm at the Moontown Airport. Our primary order of business will be to do a post fly-in discussion to identify the things that worked and any that didn't work so well so we can better plan for next year's event. Afterwards, our program will be a presentation by Jamie Dodson, who has a number of informative briefs on various aviation heroes. More about Jamie's presentation will be posted on the website.

**Member Spotlight:**

**Minutes of Last Meeting:**

Bryan Tauchen – EAA #

**Treasurers Report:**

Jim Harchanko – EAA #

9/1/11		Balance			<b>\$6,000.54</b>
9/17/11	1036	Charles P. Cozelos---pubs 67.77, supplies 138.80		\$206.57	\$5,793.97
9/17/11		Annual Fly-in Saturday breakfast	\$1,646.90		\$7,440.87
9/17/11	1037	Buckhorn Band---527.89 exp, 559.51 profit share		\$1,087.46	\$6,353.41
9/17/11	1038	Jamie Dodson---Annual Fly-in water		\$34.90	\$6,318.51
9/18/11		Annual Fly-in Sunday breakfast	\$325.54		\$6,644.05
9/18/11	1039	Buckhorn Band---200 profit, 100 banquet, 25.54 exp		\$325.54	\$6,318.51
9/18/11		Dues 15.00, Annual Fly-in Lunch profit share 175.00	\$190.00		\$6,508.51
9/21/11	1040	Joseph Baldauf---posts,etc for fly-in		\$51.87	\$6,456.64
9/23/11		Banquet ticket sales	\$1,440.00		\$7,896.64
9/23/11	1041	George Myers reimburse food 1506.60, tables 326.72		\$1,833.32	\$6,063.32
9/30/11		Balance			<b>\$6,063.32</b>

Note: Payment of other fly-in expenses are awaiting receipts.

**Safety:**

Wes Conkle – EAA 633811

First of all, congratulations to EAA 190 and Moontown Airport for a fun and incident free September Fly-in! The effort put in by the planning committees showed in the smooth and safe operation of the Fly-in. I would like to write more about the Fly-in in next month's article.

An issue that has been developing for some time is the frequency shift for Emergency Locating Beacons. Some quick research through AOPA's website and using Google News shows more than a decade of history related to the change from 121.5 to 406 MHz ELT's. The important thing to note about this issue is that the 121.5 MHz ELT's have not been monitored by Search and Rescue Satellites (SARSAT) since early 2009. Legislation intended to mandate 406MHz ELT's has been shelved for now, but that is a courtesy gesture to prevent forcing pilots to buy new equipment to fly legally. The 406MHz standard is monitored by satellite and reportedly has a better reliability rate to boot.

If you still fly with the old 121.5 ELT, all is not lost however. Air Traffic Controllers still monitor 121.5, and an NTSB Aviation Accident Database report from July 24th of this

year shows that controllers in Juneau were alerted to an accident in just this way. (NTSB Identification: ANC11FA069).

I think that it is important to note that historically, ADS-B was thought to have the possibility of making ELTs obsolete, but the final ruling by the FAA does not require ADS-B to be crashworthy, as ELT's are. Nevertheless, if you are equipping your aircraft with ADS-B or a Personal Locating Beacon (PLB), the information transmitted from these devices can be used to give SAR crews a good idea of your last known location in the event of a forced landing.

If you are looking for the next big thing to upgrade on your aircraft and you still have a 121.5 ELT, you may want to consider upgrading to the newer 406MHz models.

### **Young Eagles:**

Aaron Wypyszynski – EAA #

September was a great month for Young Eagles! We flew 198 kids between Saturday and Sunday. Thank you to all the pilots that helped, Paul Jacobs, John Frerichs, Bryan Tauchen, Jim Harchanko, and Don Hull (Decatur chapter president). A special thanks goes out to our ground support crew, Sharon Frerichs, Becky Tauchen, Wes Conkle, and the CAP Cadets. Also thank you to Jerry for his help and allowing us to use the 152 to do pre-flight walk arounds with the kids. With everyone's help the event flowed extremely smoothly with minimal wait times for the kids. The finally tally showed that only 6 kids were not able to get a flight before they had to leave. Thank you again to everyone that helped. It would not be possible without you.

### **Flight Advisors NotePad:**

Jerry Barnett

### **3M5 NOTAMs:**

Jerry Barnett

Every Saturday Moontown has a Buffet Lunch at noon; Donations accepted.

### **Thoughts:**

Jamie Dodson

#### **PILOTS ARE CHEAP!**

(First person story by some unnamed former commercial pilot)

When my company hired me, one of the first things I noticed about many of my fellow pilots was that they were cheap. I consider this to be a compliment to my fellow aviators.

Hotels offer a plethora of freebies that end up in the homes of pilots. There are soaps, shampoos, lotions, sewing kits, amenity kits, and other things of strategic value. On the nightstands in hotel rooms, there usually is a pad of stationary and a cheap pen. The stationary pads are commonly found in the cockpits, on the built in clipboards, but the pens are too valuable to leave behind. If there are free newspapers at the front desk, we are certain to take one. At some of the better hotels you can find a newspaper and a Wall Street Journal at the same time, major score.

There is the story of the pilot who finally sends his first child off to college. The young adult returns for the holidays and proceeds to tell the parents everything they have learned. The parents are told many things, but their child was most impressed by learning that most

bars of soap are actually very big and shampoo comes in bottles that are bigger than their thumb. Being raised on hotel toiletries brought home by the student's father, the young person was ignorant to this important part of life, only because the father, a pilot, was cheap.

Discounts and deals abound in the pilot world. Almost every airport eatery and hotel restaurant offers a percentage off of whatever we purchase to eat. There are coupons for free drinks or buffets. I have seen 50% off in some places, which none of us can pass up. I was at a coffee shop in a layover hotel recently, getting ready to head to the airport. The young woman working the counter got me my coffee and handed me two big chocolate chip cookies for free. Of course I shyly refused, but she insisted that I take the cookies. "You never know when you might get hungry", she said I was trying to smile and not drool at the same time. This treatment is not unusual. I was walking through the Cincinnati airport once, when a worker at the Mrs. Fields Cookies counter waved me over. "You can have all the left over cookies for five dollars", the counter person said. I walked away with three bags of cookies and boasted about my good deal for weeks after. I had realized that the cookies kiosk was closing and instead of throwing the cookies away, they would offer them all at a price no pilot could refuse. I scored those bags of cookies several times but got so sick of them, that I eventually refused the good deal.

The same thing happened in Buffalo New York one night. We were doing a turn around, so we were there for about an hour. I ran down to the cafeteria and ordered some wings. The man working the counter asked if I wanted extra wings. I said, "Sure, sounds good". He brought out three large to go boxes of wings, mild, medium, and hot. We stuffed ourselves. When ordering a meal where the food is scooped up in a predetermined amount, the generous workers dishing out the food usually add a partial scoop more, smiling at us while they do it. I have never seen a pilot tell them to take it back.

There is a good chain of communication amongst pilots, allowing us to share the free things or good deals in our layover cities. A fellow pilot told me about free coffee at the hotel coffee shop in Boston. He said, "You have to be in uniform to get the free coffee". I mentioned this to my copilot the evening we arrived at that hotel. The next morning I was in the lobby of the hotel studying the subway map. We had the entire day off and I was interested in visiting a museum. I was surprised to see the copilot walk by in his uniform, seven hours before we were to be picked up. He marched over to the coffee shop and picked up a free cup of coffee, saving himself about \$2.50. "You make me proud", I said. He smiled, held up the free cup of Joe in a salute, and then proceeded to pick up a newspaper someone left on a chair. He went back to his room, drank free coffee and read a free paper. It doesn't get much better than that.

I worked the Hawaiian operation for several years. Our layover hotel was at a gargantuan hotel complex with three, forty story towers. Through the grapevine, I had found out that the rooftop of every tower had a hot tub on it with an ice chest of soda next to it. Access to the rooftop was limited to the expensive business rooms on the upper floors. This was by no means a deterrent to us pilots. I discovered that if I took the elevator as high as I could go without using a room key, I could then take the stairwell up the remaining floors, to the rooftop. I was not interested in the hot tub, but drinking a free soda and taking in the incredible view from forty stories up, was great. I spent many hours up there over those years and never saw another person on that roof. On my way down one day I decided to take the elevator from the highest floor. As I walked towards the elevator I saw a door open to what looked like a lounge. I walked into the room and realized this was a suite converted into the business club lounge. The suite was gorgeous, fronting the ocean, filled with

food, drinks, newspapers, and a self-serve bar. The best part of this situation was realizing that there were no hotel employees in the room. I was alone with platters of food, free drinks, and 24 hours off. I settled in like I owned the joint. I left two hours later, only when another hotel guest entered the room.

I went back many times, but one day, when I walked in, I saw a woman sitting behind a desk. "Good afternoon sir, can I assist you?" she said. I wanted to say, "Yeah, can you just go away from this good deal I have?" I remained calm and said, "I am trying to find my boss, and I was told to meet him here." "Oh, no problem, what is his name, I can look him up and contact him." she said. I was digging myself into a hole. I politely refused her help and left quickly. I could tell she was eyeing me suspiciously. When I got to the elevators, I turned around to smile at her. Next to every elevator was a big bowl of tropical fruit and a stack of newspapers. In an act of defiance, I picked up a papaya, a mango, and a Wall Street Journal while smiling. The elevator arrived quickly and I left. I called the front desk and asked when the business lounge was staffed. I was told that at 4:30 every afternoon, the business lounge was staffed. I had my answer. From then on I made sure I never spent time in that room after 3:00.

I spread the word about the rooftop and lounge to my fellow pilots. One of my fellow pilots brought his wife with him on a trip to Honolulu. He convinced the wife to go to the rooftop with him and sit in the hot tub. It was a beautiful night and they ended up having sex, then more sex, then running around the rooftop naked. Just as they were getting back to putting their clothes on, a security team came out onto the roof. Both parties were surprised as hell to see each other. The pilot apologized to the security team as he was putting his clothes on, grabbed a couple of free sodas and left with his humiliated and unhappy wife.

There was a time when most airlines served good food, especially in first class. I am allowed to sit in first class when I travel off duty. The pass system at my company allows me to travel unlimited times a year. Some years ago a pilot told me that over the weekend he took his wife and children on a flight that was a round trip flight to another city. He flew out on the first leg enjoying a nice lunch and free drinks in first class. They were on the ground for an hour before the same aircraft with the pilot and his family still on it, returned to its point of origin. He and his family enjoyed a first class dinner on the way back, the children enjoying a few ice cream sundaes. That was how they spent their day and evening, enjoying free food, drinks, desserts, and movies. The monthly food bills were less than normal because the pilot was uncanny in his ability to be cheap.

Not that long ago I was riding to a hotel for a layover. Across the street from my hotel I saw a sign on the marquis of another hotel advertising free wireless Internet. My monthly schedule requests were due the next day and I needed Internet access to send my requests in. Instead of paying for the service in my hotel, I walked across the street that next morning to use the free Internet at the other hotel. I walked past the lobby and sat in a public area near a fireplace that had couches and coffee tables. As I was booting up my computer I saw a large urn of coffee across the room. "What the heck" I thought; it's just a cup of coffee. I got up and fixed myself a large cup of coffee, just the way I like it.

I was working on my computer with a solid Internet connection, drinking my coffee, when a hotel employee approached me. "Sir, the breakfast buffet is now open; would you like me to show you what we have this morning?" she said. Without the slightest hesitation, I said, "Why that would be great, thank you." I proceeded to make myself a waffle, gather a plate of eggs and bacon, a glass of juice, and a container of strawberry banana yogurt. I was

still there three hours later when they closed down the breakfast area. I was asked if I would like anything else, so I asked if I could take a snack to go. I have shared this nugget with many of the pilots I fly with and they too have enjoyed a scrumptious morning buffet, across the street. This story could go on and on as there are endless examples of pilots being cheap, but there is one last example I would like to share with you.

About 16 years ago, I was an engineer on the Boeing 727. The captain brought a bag onboard at the beginning of our trip. He handed me the paper bag and told me to put it in a safe place. When we got to our destination that night, he asked me for the bag. During our four-day trip, each day would start out the same, he would hand me the bag, I would put it out of harm's way, and he would ask for it at the end of the day. On the last day he handed as he handed me the bag, I heard the clinking of glass. "Be careful with that," he said.

I asked him what was in the bag. He told me there were about ten light bulbs in the bag. I asked him why he carried all of these light bulbs around. He said to me, "I take the burned out light bulbs from home and exchange them with the working light bulbs in our hotel rooms." I was at a loss for words, but I remember thinking that this guy is one seriously cheap guy.

OK Here's a true story I've told some of you but not all. I flew with a guy that turned in his dirty uniform shirts; this was before 9/11, to a charity. He would come back a few days later when they were hanging on a rack & buy them back for .50-.75 cents. He said it was cheaper than sending them to the laundry & he'd get credit for a Tax deduction for his charitable donation.

If that's not cheap...I don't know what is.

## Next Generation of Pilots:

Hannah Brock – EAA 1018039

Wow! First thing I want to say is it was September 17 and it was real fun! If you come around Moontown Airport the 3<sup>rd</sup> Saturday of September, you can go camping. It was so much fun, and pretty. I learned that if you turn out all the lights and wait awhile, you can see in the dark. If you remember some of my last reports, I said I didn't like having to go potty in the middle of the night... This year, I didn't have to go to the restroom. We slept so well, but still had to get up early in the morning, before the sun came up.

I always wanted to sit in the pilot's seat of MedFlight because Huntsville Hospital is my favorite hospital; I was born there. This year at the big fly-in, I got to sit in the pilot's seat of MedFlight, and got to be up close as it came in for a landing. It blew so much wind! It was bigger than I thought and I could see so well from the pilot's seat.

If you came to the fly-in this year you could have seen "Juliet Charlie", plenty of Yak's flying by together and even a jet came there and touched down and went off again. Later the jet came back and I got to see the Yak's and the jet fly by in formation together. It was so cool.

I got to work too, to help make the fly-in go. I got to do the Pilot Host Tent in the middle of the parking lot. It was fun to meet the people as they got out of their planes. I told them where things were; told them we still had tickets for the banquet, and told them that if they wanted gas to call us on 122.7. There were a lot of people that came there and plenty of girls too. I met some from several states.

The fly-in was so much fun. If you weren't there, you really need to try to be there next September!

## Projects Update:

Jim Harchanko

RV

[www.flickr.com/photos/rvflyer03/sets/](http://www.flickr.com/photos/rvflyer03/sets/)

## Calendar of Events:

Oct 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 18	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 21-23		<b>SERFI</b>	<a href="http://serfi.org/">http://serfi.org/</a>
Nov 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 12	1800hrs	Chapter Meeting & Christmas Party	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 17	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 27-Apr 1		<b>Sun n'Fun – Lakeland FL</b>	<a href="http://sun-n-fun.org/">http://sun-n-fun.org/</a>
Apr 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
June 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
June 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
July 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
July 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
July 23-29		<b>Oshkosh – AirVenture - 2012</b>	<a href="http://airventure.org">http://airventure.org</a>

Aug 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Aug 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sept 11	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sept 15-16		<b>Annual Moontown Grass Field Fly-In</b>	<a href="http://moontownairport.com/">http://moontownairport.com/</a>
Oct 16	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 20	0730hrs	<i>Fly-In Breakfast at Moontown</i>	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
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## Joke of the Month:

My first wife didn't like to fly, either.

— Gordon Baxter, long-time writer for Flying magazine.

That's not flying, that's just falling with style.

— Woody, from the 1996 movie Toy Story, regarding Buzz Lightyear.

There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss.

— Douglas Adams, *The Hitchhikers Guide to the Galaxy*.

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

— Douglas Manuel, aerospace executive regards airport security. Reported in US Today, 13 March 2003.

Landing on the ship during the daytime is like sex, it's either good or it's great. Landing on the ship at night is like a trip to the dentist, you may get away with no pain, but you just don't feel comfortable.

— LCDR Thomas Quinn, USN.

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

— Captain Rex Kramer, in the movie *Airplane*.

We have clearance, Clarence. Roger, Roger. What's our vector, Victor?

— Cockpit crew in the movie *Airplane*.

The strength of the turbulence is directly proportional to the temperature of your coffee.

— Gunter's Second Law of Air Travel

When the weight of the paper equals the weight of the airplane, only then you can go flying.  
— attributed to Donald Douglas (Mr. DC-n).

**From the Editor:**

Charles P. Cozelos – EAA 468052

Be ware of the Goat!

Where has this year gone?! I hope many of you are able to make the chapter meeting on Tuesday night 18 October. We will be gathering all the “lessons learned” from this years fly-in. I hope to get them written down to be able to pull them out next July as we prepare for next Septembers Fly-In.

I keep hearing of new members, great to see the chapter come alive. Jeff is doing a great job leading us through the growth. Oh, (I know this wont make any sense since if I don't have your email address, you are probably not getting PROPWASH but...) if you are not getting PROPWASH, please get your email address to me and I will add you to the distribution list.

Look forward to seeing you all at the breakfast.

**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
Aircraft	Jon Moore's aircraft, please contact <b>Will Good</b>	