
	<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 Jeff Spencer, Vice President Charles P. Cozello, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
EAA Chapter 190	http://eaa190.weebly.com/	January 2012

Photo of the Month:



I met the greatest young lady this morning at the EAA 190 fly in breakfast. Her name is Hannah Brock, 7 years old and is the youngest member of the 190 chapter. She has only missed one meeting in the past 3 years and is already taking flying lessons. Hannah will be displaying her poster in her room at home and will use some stickers on her book bag. The future of general aviation!! – From Wayne Harris on the Sun-N-Fun facebook site.

Presidents Message:

Jeff Spencer - EAA # 687437

Hello Fellow Members!

Happy New Year! I hope 2012 will be a healthy and prosperous year for you all. For EAA 190, I hope we are able to continue to grow the Chapter membership by providing programs, projects and activities that are of interest to the members. Some examples of what's to come: 1) we are planning a fly-out activity for this spring to a local aviation museum. Candidates include the Southern Museum of Flight in Birmingham, AL, the Tennessee Aviation Museum in Gatlinburg, TN and the Beechcraft Museum in Tullahoma, TN. All of these

are on or very near local airports. If you have a preference or suggestion, please let me know. 2) Chris Madsen said he would host a Chapter visit to view his Sonex build. I'll schedule this with Chris and put it on our calendar of events. 3) Aaron Wypyszynski, our Young Eagles Coordinator, confirmed last month that the chapter has secured a spot in the 2012 EAA Air Academy. This will be the second year the chapter has sponsored a young man or woman to the Air Academy.

Our Chapter meeting this month is coming up on January 17th, with our monthly fly-in following on Saturday January 21st. Look on the Chapter website at www.eaa190.weebly.com for more information about the meeting agenda and more details on our program, which will be provided by George Martin. George is a new member and an A&P. Any suggestions for future programs or projects for the Chapter would be welcome. Email me or George Myers, who is the Program Chairman, if you have some thoughts along those lines.

Member Spotlight:

Minutes of Last Meeting:

Bryan Tauchen – EAA # 651954

No Minutes since our last meeting was the annual Christmas Party.

Treasurers Report:

Jim Harchanko – EAA # 541411

<u>Date</u>	<u>Check</u>	<u>Description</u>	<u>Deposit</u>	<u>Check</u>	<u>Balance</u>
12/01/2011		Beginning Balance			\$5,782.05
12/17/2011		Breakfast profits less than \$200*	\$0.00		\$5,782.05
12/28/2011	1049	James Harchanko---water heater for EAA kitchen		\$316.02	\$5,466.03
12/28/2011		Dues---William C. Timperley	\$15.00		\$5,481.03
12/31/2011		Ending Balance			\$5,481.03

*Breakfast profits less than \$200 (First \$200 profit goes to Buckhorn Band)

Safety:

Wes Conkle – EAA # 633811

What makes a safe pilot? What characteristics define a dangerous pilot? Why is the General Aviation accident rate so much higher than the Commercial Aviation accident rate?

Increasing safety is a major goal of the FAA and most GA organizations. There is no doubt that the higher accident rate is due to the much more relaxed regulatory environment that GA pilots fly in, and we have been fortunate that organizations such as EAA and AOPA have prevented implementation of the obvious answer implied by the previous statement. (Nobody wants stricter government control over our flying).

A review of the NTSB Aviation Accident Database (ntsb.gov) will quickly convince you that many accidents were entirely and easily preventable. I recommend that all pilots look through these reports. Some make you shake your head and ask, ‘What were they thinking?’ Many will seem easy to critique in a ‘hindsight is 20/20’ way, and some are just downright tragic. But by recognizing patterns that are evident, you may prevent yourself from becoming part of the statistics. For example, it is easy to spot an obvious problem with the flight that took a ferry pilot’s life in January 2, 2010: he flew an over gross Cessna 172 into

terrible weather with reported icing. But you really have to put yourself into his decision-making shoes before passing judgment; he was highly experienced and rated. His daughter was facing surgery back home, and he had been delayed for several days by the weather already. He no doubt felt tremendous schedule pressure. Becoming familiar with a number of these accidents will probably make your 'go/no go' decision easier in the future.

One accident report in particular hits home for me. In June 2010, a young pilot with about 100 hours of flight experience crashed while taking three friends for a flight. By all accounts, he had been a quick student and advanced rapidly through training. Nevertheless, it appears that enthusiasm bested him, as his plane was spotted flying low in the mountain passes and crashed into a mountainside, resulting in four fatalities. I feel that I am a similarly quick and enthusiastic student, with less than a hundred hours in my logbook, and I'm certainly aware of the unforgiving nature of aviation.

Every member EAA Chapter 190 is familiar with an accident that they wished had never happened, and it may be true that it's the nature of our hobby. But we can do our part to improve aviation safety.

Young Eagles:

Aaron Wypyszynski – EAA # 579057

Flight Advisors NotePad:

George Martin – EAA #

3M5 NOTAMs:

Jerry Barnett – EAA # 1005123

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

Thoughts:

Jamie Dodson – EAA # 1025923

The link below will take you to the Geeks webpage. You can listen online, or download to any mp3 device.

<http://www.airplanegeeks.com/2011/11/15/episode-173-jamie-dodson-knows-nick-grant/>

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

What a Christmas, I had a great one and I hope you did too. Santa was good to me.

It's January and I remember our January breakfast last year, the snow it went up pretty high. It was pretty to look at the airport covered in it.

This year, I am looking forward to when we get to go camping again. Every year for the Fly In, we get to camp out. If you come out early, on Friday before the Fly In, you can camp out too. It's so much fun. I want to keep taking my flying lessons. Sometimes it's hard; I have trouble remembering everything from one lesson to the next. There are so many things in Juliet Charlie, but its so much fun.

I heard we are thinking about flying to a chapter meeting sometimes this year. I hope we get to. I asked my Παππος if we are going to Nashville, I hope so since it's close to where I live now.

Παππους said I should say something to everybody for the New Year so I will tell everybody to remember the number 1 rule on the ground. Remember, “propellers will NOT hurt you: they will KILL you”. And also the number 1 rule in the air is “Maintain thine airspeed, lest the ground shall rise up and smite thee”.

Projects Update:

Jim Harchanko	RV	www.flickr.com/photos/rvflyer03/sets/
Bob Wilson	Dragonfly	www.hiwaay.net/nbzwilson/dragonfly/dragonfly.html

Calendar of Events:

Jan 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 20		Bob Wilson’s Hanger – Open Hanger Party	
Mar 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 27-Apr 1		Sun n’Fun – Lakeland FL	http://sun-n-fun.org/
Apr 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
June 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
June 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
July 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
July 23-29		Oshkosh – AirVenture - 2012	http://airventure.org
Aug 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sept 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sept 15-16		Annual Moontown Grass Field Fly-In	http://moontownairport.com/

Oct 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 20	0730hrs	<i>Fly-In Breakfast at Moontown</i>	http://eaa190.weebly.com/
Nov 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 12	1800hrs	Chapter Meeting & Christmas Party	http://eaa190.weebly.com/
Dec 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Joke of the Month:

It only takes five years to go from rumor to standard operating procedure.

— Dick Markgraf

Real planes use only a single stick to fly. This is why bulldozers & helicopters — in that order — need two.

— Paul Slattery

I've flown every seat on this airplane; can someone tell me why the other two are always occupied by idiots?

— Don Taylor

Somebody said that carrier pilots were the best in the world, and they must be or there wouldn't be any of them left alive.

— Ernie Pyle

When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too.

— Admiral Rick Hunter, U.S. Navy.

High-performance jet fighter fully armed with missiles, guns. ECM equipment, fresh paint (stars and bars painted over), single seat, 97% reliability rate, will out climb, outturn F-16, outrun F-14, low fuel burn (relatively), all digital avionics, radar, terrain following, INS, GPS, Tacan, used only for testing and sales promotion. Now in storage. Contact Northrop Corp. Will trade for Mig-25 and home address of Air Force Acquisition officer.

— Ad found in 'Pacific Flyer' magazine, shortly after the F-20 program was cancelled.

Flying an aeroplane with only a single propeller to keep you in the air. Can you imagine that?

— Captain Picard, from 'Star Trek: The Next Generation' episode 'Booby Trap.'

MaCleod, since you've flown the SeaBee a lot you'll understand when I say it was the only airplane I ever owned that you could put in a dive, loose a cylinder and stall out!

— Ernest K. Gann

I don't like flying because I'm afraid of crashing into a large mountain, & I don't think Dramamine is going to help.

— Kaffie, in the 1992 movie 'A Few Good Men.'

You know the part in 'High Flight' where it talks about putting out your hand to touch the face of God? Well, when we're at speed and altitude in the SR, we have to slow down and descend in order to do that.

— USAF Lt. Col. Gil Bertelson, SR-71 pilot, in 'SR-71 Blackbird: Stories, Tales and Legends,' 2002.

Newton's Law states that what goes up must come down. Our Company Commander's Law states that what goes up and comes down had damn well better be able to go back up again.

— sign in the Operations Office of the 187th Assault Helicopter Company, Tay Ninh, Viet Nam, 1971.

From the Editor:

Charles P. Cozelos – EAA # 468052

Another Year.. PROPWASH banner states “published for the dissemination of information for and about the members of Chapter 190” that means all of us. Feel free to send anything you wish to pass along to others in the chapter as well as the EAA community within a 200 mile radius of 3M5. Pictures as well. The PROPWASH notices are sent out to all chapters within that range, as well as many friends and acquaintances of the chapter. I hope you noticed that Bob Wilson has added a hanger party to the calendar, Alan Warfield is looking for folks to go to the LSA convention in Florida with him, and Brandy & Thomas Michaud (who came to our last breakfast) added contact info in the Members Network.

As we roll into a new year, I'm reminded my Παππος had so many “Old Greek Sayings”. To paraphrase one now.... I hope last year was the best year flying you ever had, and the worst one you will have. Me too, I hope they just keep getting better. Last year Hannah started her column in PROPWASH, the September Fly-In was great, and it seems poised to continue to grow and improve, chapter activities widened in scope, attendance was up, and membership was up. Wow that said, we have a lot to look forward to as the chapter continues to grow under the leadership of Jeff. Again, I say leadership... BUT he can't do it alone! Come out, get involved, and make the chapter what you see it can be.

I just got a note that one of the little rug rats from years ago, who has grown up and moved on, is planning to be in the area for our February Breakfast. Staff Sergeant Timothy Cozelos currently stationed in Afghanistan is looking forward to coming home to his old airport, even if for just one weekend. Feel free to welcome him home and help me with the on-going argument about which service is the real force to be reckoned with, Army or Navy (Jerry, maybe even Air Force).

Hope 2012 is all CAVU...

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
-----				-----
Alan Warfield	Auto	4 seats	LSA Convention – Sebring FL	662-869-1492

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 Fabric Covering	Brandy & Thomas Michaud	785-250-0873
Aircraft Maintenance	Southeastern Aircraft Rebuilders, Inc.	256-852-9781
Literature	http://www.nickgrantadventures.com	
Pressure Cleaning	ReNew-it	256-682-0251
Aircraft –Jon Moore's	Contact Will Good willybears@yahoo.com	256-509-9459