

	<h1 style="color: green; 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>	
<p>EAA Chapter 190</p>	<p><a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a></p>	<p>March 2012</p>

**Photo of the Month:**



**Enough Said!**

**Presidents Message:**

Jeff Spencer - EAA # 687437

Hello Fellow Members!

I don't know about you but I'm excited about the prospect of warmer weather, longer days and more sunshine that I hope will accompany the arrival of spring in the Tennessee Valley. I'm also excited by the addition of new members to the Chapter in recent months and the new skills and perspectives they bring. Last month we welcomed George Martin III, Bob Wilson and William Timperley. This month, we welcome Bob Marcus and Don Seward. We also welcome back a former Chapter member that had moved away but has now returned to the Huntsville area – Bob Friend. As is our tradition, I've asked the new members to write a brief bio to include in the PROPWASH newsletter. Keep an eye out for those.

Next, thanks to all the members that came out to help at our fly-in breakfast in February. The weather gods smiled on us (for a change) and we had excellent weather and a great winter turnout of about 25 aircraft in addition to the large drive-in crowd. Wes, Aaron, Zach and George coordinated well with each other to find parking for everyone. Aaron Wypyszynski and I flew several Young Eagles as well.

I really believe this coming year is going to be one of the best we've ever had as an EAA Chapter. George Myers, our Program Chairman, has lined up some good programs for us this year and we're doing some new things too. This month's program will be a session by George Martin III on proper technique for safety wiring. If you're like me and try to save a little money by doing allowable owner maintenance, you want to make sure you're doing the job correctly. Personally, I've always avoided doing anything that would require me to cut a safety wire as I wasn't comfortable re-wiring it. In April, the Chapter is going to fire up our grill and have a spring cookout of hamburgers and hot dogs. In May, we've scheduled a Chapter Fly-Out to the [Tennessee Museum of Aviation](#) located at the Gatlinburg – Pigeon Forge airport. I will be coordinating the fly-out so email me and let me know if you have empty seats (if you're flying) or if you'd like to ride along with someone and I'll match up riders with pilots.

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*Editors Note:* You can also use the “Going Somewhere” section of every PROPWASH to let someone know you have an available seat or are looking to share expenses.

## **Member Spotlight:**

Robert Marcus – EAA #

Originally from Pittsburgh, Pennsylvania, I joined the US Marine Corps in the early fifties, serving in Korea and Japan. I was trained as a parachute rigger and survival equipment maintenance technician, and served in that capacity in a helicopter squadron, HMR 162. I also served as a door gunner.

On return to CONUS, I was assigned to Navy flight training in Pensacola, Florida as a Naval Aviation Cadet (NAVCAD). During my basic flight training, I flew the T-34, T-28, and the SNJ aircraft. On completion of basic training I was reassigned to Kingsville, Texas for advanced training flying the S2F-1/2 aircraft.

On completion of flight training I elected to remain in the Navy rather than going back to the Marines, and I was assigned to VS-31 at Quonset Point, Rhode Island, an antisubmarine squadron. During this tour I flew the S2F 1,2,and 3. After completing carrier qualifications on the USS Tarawa, a straight deck carrier with a wooden deck, I deployed aboard the USS Wasp on and off over the next four years to the eastern and western Atlantic Ocean, the Caribbean, and the Mediterranean.

In 1960, I was transferred to VRC-40 based at NAS Norfolk, Virginia flying the C-1 Trader in logistics support of the Atlantic fleet. During this tour I flew in support of operations in the Atlantic, Norway, Ireland, Scotland, England, France, Spain, Italy and French Morocco landing on the carriers Shangrila , Saratoga, Independence, Ranger, and Enterprise. We also flew in support of rescue operations in the Congo, Dominican Republic, and Cuba.

In mid 1961 I attended the US Naval Postgraduate School, Monterey, California, and on the completion of studies in 1964 I was sent back to the fleet to VS 28 again at Quonset Point, Rhode Island flying the S2E Aircraft in antisubmarine operations in the Atlantic.

March 1967 found me in Miramar, California undergoing jet transition and instrument training in the F9F8T Cougar and A4 Skyhawk. After completion of this I was sent to VA-123, a heavy attack training squadron flying the A3 SkyWarrior for transition training. On completion of training I was assign to fleet squadron VAH-13/VAQ-130 for combat operations in support of the fleet operating in the Viet Nam Theater. I completed two 10.5 month deployments aboard the USS Ranger, with a four month turnaround between cruises. I was then assigned to VA-123 at Whidbey Island, Washington as an instructor pilot. I was promoted to the rank of commander and was reassigned to the VAQW-13 Wing as part of the introduction staff for the EA-6B Prowler into the Navy, author the training programs for flight crews, and coordinate logistics.

In late 1970 I was assigned to VAQ-131 aboard Enterprise as Executive Officer flying the EA-6b conducting electronic warfare jamming in support of combat operations in Viet Nam. I also saw service in the Sea of Japan aboard Enterprise in response to the sinking of the USS Pueblo by North Korea. 1971 through 1974 I completed two cruises aboard Constellation conducting EW operations in the Gulf of Tonkin, and also responding to the shoot down of an EC-121 in the Sea Of Japan, again by North Korea, as commanding officer of an EA-6B squadron. On completion of Navy combat operations in the Gulf of Tonkin the fleet proceeded to the Indian Ocean to conduct joint fleet operations with CENTO forces with port visits in Pakistan.

On completion of my squadron command tour in 1975, I was reassigned to the USS Constellation as Air Operations Officer. Constellation, after many years of combat in Viet Nam was in the yards in Bremerton, Washington undergoing a complete refit. On reporting aboard I was assigned as Ships Force Overhaul Management Officer and completed my Navy career in that capacity.

After Navy, I flew for a small commuter airline out of Whidbey Island, Washington flying the 10 place Britten Norman Islander, a STOL aircraft with twin Lycoming 540 engines. In 1979 I moved to eastern Washington to manage a small airport at Omak, Washington. I also did flight instruction in light aircraft, and flew charters in se and me aircraft in support of forest service operations. I conducted commuter operations using Cherokee 6 aircraft to and from Spokane, Washington. I also flew in P2V-7 aircraft in fire suppression operations for the forest service.

In the late eighties I moved to southern Florida, then to the Crystal River area in 1995. I relocated to Owens Cross Roads, Alabama in 2006. My wife passed on in 2010 so I am living alone.

## **Minutes of Last Meeting:**

Bryan Tauchen – EAA # 651954

EAA Chapter Meeting 2/14/2012

The meeting was called to order at 6:30 pm in the Moontown FBO.

Minutes and treasurer reports have been published in the newsletter.

Two new members were introduced – Robert Marcus and Don Seward.

Young Eagles – Aaron Wypyszynski reported that we have a position reserved at the EAA Aviation Academy. He recommended that Zak Taylor be selected to go. Zak has been helping at recent fly ins. Motion was made, seconded, and passed to sponsor Zak to the Aviation Academy.

Charles Cozelos reported that he is finalizing the Fly In Operations Manual. Also, he is trying to publish the newsletter (PROPWASH) on the first of the month and asked for help with articles.

It was agreed to have a chapter fly out to the Tennessee Museum of Aviation on the airport at Gatlinburg (GKT) on May 5, rain date May 12.

Bob Wilson invited the members to visit his Dragonfly project on Monday, February 20. For the March meeting, George Martin will demonstrate the application of safety wire. For the April meeting, Jamie Dodson will make a presentation.

The meeting was adjourned. Dr. Charles Patterson gave an interesting and informative presentation about the FAA medical exam.

Attendees: David Frank, Jeff Spencer, Don Seward, Charles Cozelos, David Edgemon, Bob Wilson, Paul Jacobs, James Harchanko, Bob Marcus, Jamie Dodson, George Myers, George Martin, Andrea Atwood, Bill Perry.

### Treasurers Report:

Jim Harchanko – EAA # 541411

Date	Check	Description	Deposit	Check	Balance
2/1/2012		Beginning Balance			\$5,748.03
2/18/2012		Breakfast	\$538.00		\$6,286.03
2/18/2012		Dues	\$75.00		\$6,361.03
1/12/2012	1050	Jeff Spencer---Chapter Renewal: 50; Ins: 340		\$390.00	\$5,971.03
2/18/2012	1051	Buckhorn Band--Exp: 92.95; 1/2 Profits: 222.53		\$315.48	\$5,655.55
2/20/2012	1052	Jim Harchanko---propane		\$21.55	\$5,634.00
2/29/2012		Ending Balance			\$5,634.00

### Safety:

Wes Conkle – EAA # 633811

### Young Eagles:

Aaron Wypyszynski – EAA # 579057

### Flight Advisors NotePad:

George Martin III – EAA #

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

**Thoughts:**

Jamie Dodson – EAA # 1025923

## Aviation Week

By Robert Wall [wall@aviationweek.com](mailto:wall@aviationweek.com), Jens Flottau [jens@flottau.com](mailto:jens@flottau.com)

LONDON, FRANKFURT

Aug 1, 2011

French air accident investigators looking into the crash of Air France flight AF447 have identified serious pilot training shortcomings that may have contributed to the loss of the Airbus A330-200 two years ago.

Among the findings are that "the copilots had received no high altitude training for the "Unreliable [indicated air speed]" procedure and manual air craft handling" and also that there is no crew resource management "for a crew made up of two copilots in a situation with a relief Captain."

In the case of AF447, the pilot was resting when the sequence of events began that led to the crash of the aircraft on June 1, 2009, killing all 238 persons onboard. The aircraft was flying from Rio de Janeiro to Paris.

The report also raises questions about how the pilots flying the aircraft at the time interacted. "No standard callouts regarding the differences in pitch attitude and vertical speed were made," the report says. What is more, the report states that "neither of the pilots made any reference to the stall warning" and that "neither of the pilots formally identified the stall situation."

In the first 90 seconds of the sequence of events, the captain was resting outside of the cockpit and returned after having been called back in by the pilot non flying (PNF). The pilot-flying was the least experienced of the three.

Based on the latest interim report, BEA issued ten safety recommendations. In its view, the regulatory authorities should re-examine the content of training and check programs and make mandatory "regular specific exercises aimed at manual airplane handling." That training should include approach to and recovery from stalls at high altitude.

BEA also believes that authorities should better define the role of the relief captain to ensure that task-sharing of two co-pilots on the flight deck is more clearly set. Pilots also should have access to an angle-of-attack indicator in the cockpit, BEA recommends.

The authority proposes introducing cameras in the cockpit that film the entire instrument panel. It also says that such recording should only be used under strictly defined rules.

Data should be transmitted to an airline's operations control center to make it easier to localise an aircraft in the event of an emergency. BEA also says authorities should study making mandatory an Emergency Locator Transmitter (ELT) that would become active in such case.

A final report is expected next year. The third interim report, published July 29, highlights again that the aircraft stalled at high altitude and the pilots never performed the nose down inputs to recover. Normal speed readings came back on both instruments after 29 and 54 seconds respectively. At that time, the aircraft was at 38,000 ft. at a displayed speed of 185 knots. In that moment, the aircraft was not stalled and could have been fully recovered by returning to its initial cruise altitude of 35,000 ft. and with power being reduced. The pilot-flying however continued to pull back on the stick, with speed rapidly decreasing. He was not corrected by his two colleagues.

Throughout the descent, the crew maintained a nose-up attitude of the airliner. In fact, the pilot-flying made nose-up inputs and set thrust to takeoff/go around. The BEA notes that "in less than one minute after the disconnection of the autopilot, the airplane was outside its flight envelope following the manual inputs that were mainly nose-up."

There was no indication of engine malfunction, with the report noting flight control surfaces matched inputs.

## Next Generation of Pilots:

Hannah Brock – EAA # 1018039

I got to see Mr. Wilson's Dragonfly. It was cool. He had it in one of those places where you keep things, not at his house. That surprised me, but it was kinda a good idea. I think Dragonfly's are cool but you might not think so. We had a meeting, you might not think so and might not have been there. The Dragonfly wasn't all put together yet. The wings and canard were either hanging on the wall or on a table, but I got to sit in it, it was so small.



It was awesome being there because I got to meet a new guy and I had so much fun.

## Projects Update:

Jim Harchanko  
Bob Wilson

RV  
Dragonfly

[www.flickr.com/photos/rvflyer03/sets/](http://www.flickr.com/photos/rvflyer03/sets/)  
<http://hiwaay.net/~bzwilson/dragonfly/index.html>

## Calendar of Events:

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 5		<b>Trip To Tennessee Museum of Aviation</b>	
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	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 17	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 15	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

### **Joke of the Month:**

In the space age, man will be able to go around the world in two hours — one hour for flying and one hour to get to the airport.

— Neil McElroy, 'Look,' 1958.

In America there are two classes of travel — first class, and with children.

— Robert Benchley

*Airline P.A.:* Ladies and gentlemen, welcome to Glasgow, we hope you enjoyed your flight and thank you for flying Easyjet. If you didn't enjoy your flight, thank you for flying Ryanair.

— *heard by a Great Aviation Quotes reader, 2005.*

*Insurer:* It was pilot error.

*Pilot:* It was design error.

*Insurer:* I disagree. The pilot is at fault for trusting the designer.

Now I know what a dog feels like watching TV.

— *A DC-9 captain trainee attempting to check out on the 'glass cockpit' A-320.*

The entrance to the cockpit of this aircraft is most difficult. It should have been made impossible.

— *Flight Journal magazine, April 2000, regards the XF10F-1, Grumman's first attempt at a swing wing fighter.*

And this, ladies and gentlemen, is the very first Fokker airplane built in the world. The Dutch call it the mother Fokker.

— *Custodian at the Aviodome aviation museum, Schiphol airport Amsterdam.*

I wanted to go back for another 50 missions, but they ruled it out because I had a case of malaria that kept recurring. So I had to stay in the States and teach combat flying. So I guess you could say, I was shot down by a mosquito!

— *Frank Hurlbut, P-38 pilot.*

Flight Reservation Systems decide whether or not you exist. If your information isn't in their database, then you simply don't get to go anywhere.

— *Arthur Miller*

United hired gentlemen with the expectation of training them to become pilots, Northwest hired pilots hoping to train them to become gentlemen. To date, despite their best efforts, neither carrier can be considered successful.

— *Ed Thompson*

Tower: Have a good trip.

Pilot: Make that a round trip . . .

— *Lloyd Lace, USAAF, 1944. Said before departing on C-46 missions, flying over 'The Hump' (China - Burma - India).*

If black boxes survive air crashes — why don't they make the whole plane out of that stuff?

— *George Carlin*

*A military aircraft had gear problems on landing, and as the plane was skidding down the tarmac the tower controller asked if they needed assistance. From the plane came a laconic southern voice*

Dunno - we ain't done crashin' yet.

The most dangerous thing about flying is the risk of starving to death.

— *Dick Depew*

When asked by someone how much money flying takes:

Why, all of it!

— Gordon Baxter

For years politicians have promised the Moon. I'm the first one to be able to deliver it.

— Richard Nixon, 1969.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asks, "What was your last known position?" The reply:

"When I was number one for takeoff".

**From the Editor:**

Charles P. Cozelos – EAA # 468052

Spring is upon us. I've found it my favorite season to fly. It is partly an escape to be able to finally get out after a long winter's nap and seems like many of my most memorable flights have been spring ones. Wind is a part of spring and I remember when I soloed it was quite a windy day with winds approaching max crosswind. So the wind always brings back pleasant memories.

If you are looking to go somewhere or are planning a trip and would like to partner up with someone, why not use the "Going Someplace" section of PROPWASH below.

Hope to see you at 3M5 and please don't forget to be safe up there.

**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
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Charles P.Cozelos		2	Tennessee Museum of Aviation	256-316-1903
*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	<a href="http://www.nickgrantadventures.com">http://www.nickgrantadventures.com</a>	
Pressure Cleaning	ReNew-it	256-682-0251
Aircraft –Jon Moore's	Contact <b>Will Good</b> <a href="mailto:willybears@yahoo.com">willybears@yahoo.com</a>	256-509-9459