

	<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. Cozelos, Secretary Bryan Tauchen, Treasurer Jim Harchanko, WebMaster Jeff Spencer.</p>	
EAA Chapter 190	http://eaa190.weebly.com/	April 2012

Photo of the Month:



Lionheart

Presidents Message:

Jeff Spencer - EAA # 687437

Hello Fellow Members!

I apologize for having to miss our chapter meeting last month. My wife and I went on a mission trip with our church (Trinity Baptist in Madison) to put in latrines and a water purification system to serve two bateys in the sugar cane fields of the Dominican Republic (DR). I wrote a blog for the trip so if you're interested; there are photos and other information on the [TBC DR Mission Trip blog](#).

The DR is on the island of La Hispanola, which it shares with Haiti. The flight down from Atlanta on an Airbus took us along the east coast of Florida and down through the Bahamas. I've always thought it would be really cool and fun to

fly my Cessna 172 on one of those island hopping trips. The shades of blue and green around the islands are breathtaking and I just think it would be an awesome adventure. Now, if my engine quit over water and I had to ditch I'd probably change my tune! Have any of you done that trip to the Bahamas or down through the Keys? I'd like to hear about it if you have. If you have pictures, I think that would be a cool program to share after a Chapter meeting.

I've been getting more flying in lately. Just this past weekend, Kevin MacQuinn and I did a Pilots N Paws flight to Paris, TN where we picked up 5 dogs and then took them on to Livingston, TN. As it turned out, Kevin and I had to wait a while in Livingston for thundershowers to pass through the area and then stop again in Winchester while the remnants of the line passed Huntsville. It's that time of year where pop-up thundershowers/storms can show up any time. When in doubt, land and assess if you don't have sufficient technology in the cockpit to be sure of the weather ahead. Oh, and if you happen to land at Winchester, TN, their new FBO has some AWESOME cushy reclining chairs in the pilots lounge along with satellite TV to pass the time.

Our Chapter meeting this month is coming up on April 17th, with our monthly breakfast fly-in following on Saturday April 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 a Chapter cook-out featuring hot dogs, hamburgers, chips and drinks. Feel free to bring your family or friends that might be interested in aviation. So that I may buy a proper amount of food, please email and RSVP on your attendance along with the number of people you plan to bring. Also, as an early reminder, our May program will be a fly-out to the [Tennessee Museum of Aviation](#), which is located on the Gatlinburn-Pidgeon Forge Airport (KGKT). The fly-out will be on May 5th with a backup date of May 12th. Those that don't have aircraft can ride with those of us that do. If you are interested in hitching a ride, [email me](#) and I'll coordinate with the other pilots in the Chapter.

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

Member Spotlight:

Minutes of Last Meeting:

Bryan Tauchen – EAA # 651954

EAA Chapter Meeting 3/13/12

Due to the availability of daylight, George Martin demonstrated the proper application of safety wire to secure an oil filter before the meeting.

The meeting was called to order at approximately 7:00pm at the Moontown FBO. Due to the absence of the president, Charles Cozelos presided.

The minutes of the previous meeting and the treasurer's report were published in the newsletter.

No amendments were proposed.

Charles Cozelos had a draft of the Fly In Operations Manual. A brief discussion followed concerning safety and crowd control. Comments are still being taken for the operations manual.

It was reported that the Porsche club will be at our Saturday morning breakfast.

Meeting was adjourned.

Submitted by Bryan Tauchen

Attendees: Bryan Tauchen, Kevin MacQuinn, Chris Madison, George Martin, Jeff Hoover, Charles Cozelos, Graham Hoover, Andrea Atwood

Treasurers Report:

Jim Harchanko – EAA # 541411

Date	Check #	Description	Deposit	Check	Balance
03/01/2012		Beginning Balance			5,634.00
03/17/2012		Breakfast	859.00		6,493.00
03/19/2012	1053	Buckhorn Band---Exp 117.57, 1/2 profit 370.72		488.29	6,004.71
03/21/2012	1054	Jim Harchanko---propane		21.55	5,983.16
03/21/2012		Dues	15.00		5,998.16
03/31/2012		Ending Balance			5,998.16

Safety:

Wes Conkle – EAA # 633811

Young Eagles:

Aaron Wypyszynski – EAA # 579057

The weather is starting to warm up and the pancake breakfasts are starting to get busier. This means more young eagles to fly! We also received our YE credits from last year a few weeks ago. We flew a total of 243 YE last year! Thanks everyone for all your help. This means that we received a total of \$1,215. This should be enough to cover all expenses for the Young Eagle we are sponsoring to go to Air Academy! (We used 100 credits last year for the deposit and 900 in remaining tuition leaves about 300 for travel).

I also received an update on the Eagles Program, a program modeled after Young Eagles but aimed at adults. The program was initially suppose to start this spring, but now has been pushed back to the end of July. The first Eagle flight will kick off at this year's Airventure. Stay tuned for more details in the coming months.

Flight Advisors NotePad:

George Martin III – EAA #

3M5 NOTAMs:

Jerry Barnett – EAA # 1005123

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

A hectic night at the office with a Hornet Night Barricade (Pilot's Version)

Greetings Slacker Landlubbers,

Hey, I felt the need to share with you all the exciting night I had on the 23rd. It has nothing to do with me wanting to talk about me. It has everything to do with sharing what will no doubt become a better story as the years go by.

So, there I was...

Manned up a hot seat for the 2030 launch about 500 miles north of Hawaii (insert visions of many Mai-Tais here). Spotted just forward of the NAV pole and eventually taxied off toward the island where I do a 180 and get spotted to be the first one off cat I (insert foreboding music here). There's another Hornet from our sister squadron parked ass over the track about a quarter of the way down the cat. Eventually he gets a move on and they lower my launch bar and start the launch cycle.

All systems are go on the run up and after waiting the requisite 5 seconds or so to make sure my flight controls are good to go (there's a lot to be said for good old cables and pulleys), I turn on my lights. As is my habit, I shift my eyes to the catwalk and watch the deck edge dude, and as he starts his routine of looking left then right, I put my head back. As the cat fires, I stage the blowers and am along for the ride.

Just prior to the end of the stroke there's a huge flash and a simultaneous boom! and my world is in turmoil. My little pink body is doing 145 knots or so and is 100 feet above the Black Pacific. And there it stays - except for the airspeed, which decreases to 140 knots. The throttles aren't going any farther forward despite my Schwarzenegerian efforts to make them do so.

From out of the ether I hear a voice say one word: "Jettison." Roger that! A nano-second later, my two drops and single MER - about 4500 pounds in all - are Black Pacific bound. The airplane leapt up a bit, but not enough.

I'm now about a mile in front of the boat at 160 feet and fluctuating from 135 to 140 knots. The next command out of the ether is another one-worder: "Eject!" I'm still flying so I respond, "Not yet, I've still got it.

Finally, at 4 miles, I take a peek at my engine instruments and notice my left engine doesn't match the right (funny how quick glimpses at instruments get burned into your brain). The left rpm is at 48% even though I'm still doing the Ah-Nold thing. I bring it back to mil. About now I get another "Eject!" call.

"Nope, still flying." Deputy Cag was watching and the further I got from the boat, the lower I looked. About 5 miles, I asked tower to please get the helo headed my way as I truly thought I was going to be shelling out. At this point I thought it would probably be a good idea to start dumping some gas. As my hand reached down for the dump switch I actually remembered that we have a NATOPS prohibition regarding dumping while in burner. After a second or two I decided, "hell with that" and turned them on. I was later told I had a 60 foot roman candle going.

At 7 miles I eventually started a (very slight) climb. A little breathing room. CATCC chimes in with a downwind heading and I'm like: "Ooh. Good idea," and throw down my hook. Eventually I get headed downwind at 900 feet and ask for a rep. While waiting I shut down the left engine. In short order I hear "Fuzz's" voice.

I tell him the following: "OK Fuzz, my gear's up, my left motor's off and I'm only able to stay level with min blower. Every time I pull it to mil I start about a hundred feet per minute down."

I continue trucking downwind trying to stay level and keep dumping. I think I must have been in blower for about fifteen minutes. At ten miles or so I'm down to 5000 pounds of gas and start a turn back toward the ship. Don't intend to land, but don't want to get too far away, either. Of course, as soon as I start in an angle of bank, I start dropping like a stone so I end up doing a 5 mile circle around the ship. Meanwhile, Fuzz is reading me the single engine rate-of-climb numbers from the PCL based on temperature, etc. It doesn't take us long to figure out that things aren't adding up. So why the hell do I need blower to stay level!?

By this time I'm talking to Fuzz (CATCC), Deputy (turning on the flight deck) and CAG who's on the bridge with the Captain. We decide that the thing to do is climb to three thousand feet and dirty up. I get headed downwind, go full burner on my remaining motor and eventually make it to 2000 feet before leveling out below a scattered layer of puffies. There's a half a moon above which was really, really cool. Start a turn back toward the ship, and when I get pointed in the right direction, I throw the gear down and pull the throttle out of AB.

Remember that flash/boom! that started this little tale? Repeat it here. Holy shit! I jam it back into AB and after three or four huge compressor stalls and accompanying decel the right motor comes back.

This next part is great. You know those stories about guys who dead stick crippled airplanes away from orphanages and puppy stores and stuff and get all this great media attention? Well, at this point I'm looking at the picket ship at my left 11 at about two miles and I say on departure freq to no one in particular, "You need to have the picket ship hang a left right now. I think I'm gonna be outta here in a second." I said it very calmly but with meaning. The LSO's said that the picket immediately started pitching out of the fight. Ha! I scored major points with the heavies afterwards for this. Anyway, it's funny how your mind works in these situations.

OK, so I'm dirty and I get it back level and pass a couple miles up the starboard side of the ship. I'm still in min blower and my fuel state is now about 2500 pounds. Hmm. I hadn't really thought about running out of gas. I muster up the nads to pull it out of blower again and sure enough...flash, BOOM! YGTBSM!

I leave it in mil and it seems to settle out. Eventually discover that even the tiniest throttle movements cause the flash/boom thing to happen so I'm trying to be as smooth as I can. I'm downwind a couple miles when CAG comes up and says "Oyster, we're going to rig the barricade."

Remember, CAG's up on the bridge watching me fly around doing blower donuts in the sky and he's thinking I'm gonna run outta JP-5 too. By now I've told everyone who's listening that there a better than average chance that I'm going to be ejecting - the helo bubbas, god bless 'em, have been following me around this entire time.

I continue downwind and again, sounding more calm than I probably was, call paddles. "Paddles, you up?"

"Go ahead" replies "Max," one of our CAG LSO's.

"Max, I probably know most of it but you wanna shoot me the barricade brief?" (Insert long pause here). After the fact, Max told me they went from expecting me to eject to me asking for the barricade brief in about a minute and he was hyperventilating. He was awesome on the radio though, just the kind of voice you'd want to hear in this situation. He gives me the brief and at nine miles I say, "If I turn now, will it be up when I get there? I don't want to have to go around again." "It's going up now Oyster, go ahead and turn." "Turning in, say final bearing." "zero-six-three" replies the voice in CATCC. (Another number I remember - go figure).

OK, we're on a four degree glideslope and I'm at 800 feet or so. I intercept glideslope at about a mile and three quarters and pull power. Flash/boom! Add power out of fear. Going high. Pull power. Flash/boom! Add power out of fear. Going higher. (Flashback to LSO school. All right class, today's lecture will be on the single engine barricade approach. Remember, the one place you really, REALLY don't want to be is high. Are there any questions?) The PLAT video is most excellent as each series of flash/booms shows up nicely along with the appropriate reflections on the water. "Flats," our other CAG paddles is backing up and as I start to set up a higher than desired sink rate he hits the "Eat At Joe's" lights. Very timely too. [note: wave-off lights - a guts-ball decision]

I stroke AB and cross the flight deck with my right hand on the stick and my left thinking about the little yellow and black handle between my legs. No worries. I cleared that sucker by at least ten feet. By the way my state at the ball call was 1.1. As I slowly climb out I say, again to no one in particular, "I can do this."

Max and Flats heard this and told me later it made them feel much better about my state of mind. I'm in blower still and CAG says, "Turn downwind." Again, good idea. After I get turned around he says, "Oyster, this is gonna be your last look, so turn in again as soon as you're comfortable." I lose about 200 feet in the turn and like a total dumbshit I look out as I get on centerline and that night thing about feeling high gets me and I descend further to 400 feet. I got kinda pissed at myself then as I realized I would now be intercepting the four degree glideslope in the middle.

No shit fellas, flash/boom every several seconds all the way down. Last look at my gas was 600-and-some pounds at a mile and a half. "Where am I on the glideslope Max?" I ask ask and hear a calm, "Roger Ball." I know I'm low because the ILS is waaay up there and I call "Clara." Can't remember what the response was but by now the ball's shooting up from the depths. I start flying it and before I get a chance to spot the deck. I hear "Cut, cut, cut!" I'm really glad I was a paddles for so long because my mind said to me, "Do what he says Oyster," and I pulled it back to idle. The reason I mention this is that I felt like I was a LONG F\$#@! WAYS OUT THERE - if you

know what I mean (my hook hit 11 Oyster paces from the ramp, as I discovered during FOD walkdown today).

The rest is pretty tame. I hit the deck, skipped the one, the two, and snagged the three and rolled into the barricade about a foot right of centerline. Once stopped my vocal chords involuntarily yelled "Victory!" on button 2 (the 14 guys who were listening in marshal said it was pretty cool. After the fact I wish I had done the Austin Powers' "Yeah Baby!" thing.) The lights came up and off to my right there must have been a gazillion cranials. Paddles said that with my shutdown you could hear a huge cheer across the flight deck. I open the canopy and start putting my shit in my helmet bag and the first guy I see is our Flight Deck Chief, huge guy named Chief Richards and he gives me the coolest look and then two thumbs up. I will remember it forever. Especially since I'm the Maintenance Officer. I climb down and people are gathering around patting me on the back when one of the boat's crusty yellow-shirt chiefs interrupts and says, "Gentlemen, great job but fourteen of your good buddies are still up there and we need to get them aboard." Again, priceless.

So there you have it fellas. Here I sit with my little pink body in a ready room chair on the same tub I did my first cruise in 10 years and 7 months ago. And I thought it was exciting back then.

P.S. You're probably wondering what made my motors shit themselves and I almost forgot to tell you. Remember the scene with the foreboding music? When they taxied that last Hornet - the one that was ass over the cat track - they forgot to remove a section or two of the cat seal. The board's not finished yet, but it's a done deal. As the shuttle came back it removed the cat seal which went down both motors during the stroke. During the waveoff, one of the LSO's saw "about thirty feet" of black rubber hanging off the left side of the airplane.

The whole left side, including inside the intake is basically black where the rubber was beating on it in the breeze. The right motor, the one that kept running, has 340 major hits to all stages. The compressor section is trashed and best of all; it had two pieces of the cat seal-one about 2 feet and the other about 4 feet long, sticking out of the first stage and into the intake. God Bless General Electric!

P.P.S. By the way, the data showed that I was fat - had 380 pounds of gas when I shut down. Again, remember this number as in ten years it will surely be claiming, FUMES MAN, FUMES I TELL YOU!

Oyster out...

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

It seems like forever since I got to go to Moontown. I didn't get to go to the last breakfast because we went to Texas for spring break. It was fun, but I sure did miss getting to get my lesson in "Juliet-Charlie". The trip there was cool, but it took all night. If we got to fly, my Παππους said it would have only taken us 2 hours to get there.

I am looking forward to our trip to the museum in Tennessee. I hear I will get to fly part of the way there. I told Παππους that I'm a little scared, but he reminded me

that every time I do something new I'm scared but then love it. He told me that at the next breakfast, we will get the maps out and see how to get there. He is going to show me how to read the map and find out what I need to know about the airport we are going to. We already looked it up on the internet. Παππους showed me that instead of 122.5 that we use here at Moontown, we will have to use 123.0 when we get there. There is so much to learn that I am afraid that I can't remember it all.

Well, I can't think of anything else to say but I hope I get to see you at the next breakfast. I hope I get to see you, and I hope there is a helicopter that comes to the breakfast.

Projects Update:

Jim Harchanko

Bob Wilson

RV

Dragonfly

www.flickr.com/photos/rvflyer03/sets/

<http://hiwaay.net/~bzwilson/dragonfly/index.html>

Calendar of Events:

- | | | | |
|------------|---------|---|---|
| Apr 17 | 1800hrs | Chapter Meeting | |
| | | | http://eaa190.weebly.com/ |
| Apr 21 | 0730hrs | Fly-In Breakfast at Moontown | |
| | | | http://eaa190.weebly.com/ |
| May 5 | | Trip To Tennessee Museum of Aviation | |
| May 12 | | Backup Date for Trip To Tennessee Museum of Aviation | |
| 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 Fly-In Breakfast at Moontown
<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:

Aviation Dictionary

Airspeed: Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Bank: The folks who hold the lien on most pilots' cars.

Cone of Confusion: An area about the size of New Jersey, located near the final approach beacon at an airport.

Crab: The squadron Ops Officer.

Dead Reckoning: You reckon correctly, or you are.

Engine Failure: A condition which occurs when all fuel tanks mysteriously become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from the airplane to the nearest emergency landing field.

Hydroplane: An airplane designed to land on a 20,000 foot long wet runway.

IFR: A method of flying by needle and ripcord.

Lean Mixture: Nonalcoholic beer

Nanosecond: Time delay built into the stall warning system.

Parasitic Drag: A pilot who bums a ride and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture: What you order at the other guy's promotion party.

Roger: Used when you're not sure what else to say.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Federal Aviation Administration.

Stall - Technique used to explain to the bank why your car payment is late.

From the Editor:

Charles P. Cozelos – EAA # 468052

Sure has been a busy month; and looks like it's gonna get busier.... I know time is such a valuable commodity; however the benefits obtained from spending a little time at 3M5 sure seem to pay off big dividends! We have the cook-out coming up, the trip to the Tennessee Museum of Aviation, and the September Flyin is just around the corner. Hope to see everyone at the upcoming meetings and Saturday Breakfasts. If you would consider donating a little time, we sure would appreciate it. Don't think everything is covered, I know we are hesitant to jump on new members and throw tasks at them for fear of scaring them off, so feel free to let us know what you are interested in.

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
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
Jamie Dodson		1	AirVenture – July 25-30	256-457-3275

Alan Warfield Auto
1492

4 seats LSA Convention – Sebring FL 662-869-

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.

Aircraft –Jon Moore's	Contact Will Good willybears@yahoo.com	256-509-9459
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 Pressure Cleaning	256-682-0251