

	<p><b>PROP WASH</b></p> <p>PROP WASH 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>	
<p>EAA Chapter 190</p>	<p><a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a></p>	<p>July 2012</p>

**Photo of the Month:**



George Myers

**Presidents Message:**

Jeff Spencer - EAA # 687437

Hello Fellow Members!

Thank you all for your continued participation in the Chapter events! The attendance at our last two meetings has been great and the turnout for our last two fly-in breakfasts has been amazing. It took a team effort to provide traffic advisories, guide and park more than 50 planes as well as fly 20+ Young Eagles in June.



We also had an excellent turnout at Chris Madsen's house where he showed us the progress he's made on his Sonex build. Thanks for your hospitality Chris!



Our chapter meeting this month will be on July 17<sup>th</sup> at 6:30 pm at the Moontown Airport. Topics of discussion will include:

- 1) Regular topics: Treasurer's report, Young Eagle Coordinator Report
- 2) Planning for upcoming Annual Moontown Grass-field Fly-In in September
  - Big news here is that author Homer Hickam has agreed to be the banquet speaker
- 3) Status of Moontown tower steps project
- 4) We may also have one or two opportunities for the Chapter to get involved in hands-on building.

Our monthly breakfast fly-in will follow on 7/21. We can always use help parking airplanes, helping Young Eagles sign up, and taking photos.

As always, if there is a program or project you think our Chapter should be aware of or involved in, please [contact me](#) or our Program Coordinator [George Myers](#). Thanks!

## Member Spotlight:

## Minutes of Last Meeting:

Bryan Tauchen – EAA # 651954

### EAA 190 Chapter Meeting – 5/15/2012

The meeting was called to order 1833 at the Moontown FBO. Present: Charles P. Cozelos, Hannah Brock, Peter Knudtson, Andrea Atwood, James Harchanko, Don Seward,

George Myers, Jamie Dodson, George Martin, Wes Conkle, Jerry Barnett, Todd Brooks, Harold McMurrin, Bill Perry, Jeff Spencer, Michael Dunning.

1. Young Eagles were discussed. It was reported that the chapter does not have enough credits to pay the entire trip for Young Eagles academy. Motion was made by Jeff Spencer, Seconded by Jamie Dodson, to pay any difference from the chapter treasury. After short discussion, motion was passed on voice vote.
2. Jerry Barnett has recommended that a stairs be constructed to the tower platform. This project was made into motion, voted on and accepted during the last meeting. The progress as well as several options were discussed as to how we will proceed. Some of the thoughts discussed were if the stairs should be wrapped around the tower, should they be Naval type stairs that are almost a vertical climb, should the stairs be retractable. Wes who is the chapter lead on the project and Jerry planned to meet at the tower and decide which option to pursue.
3. George led a discussion on the progress toward the Moontown Annual Grass Field Fly In. He also reported that a picture he took of the mess hall in the Tennessee Museum of Aviation, he sent to his uncle who was stationed at Pearl on 7 December 1941. He was subsequently stationed in TN for the rest of the war and ate many a meal in that mess. A result of the discussions is that it was decided that the Fly In Ops Manual will be placed online and thus accessible to anyone who needs a copy, without the chapter having to incur the expense of printing a stack of copies.
4. The Audit of the chapter's books has been completed by Lee Adcox. He reports "everything is fine".

The meeting was adjourned at 1945hrs.

### Treasurers Report:

Jim Harchanko – EAA # 541411

Date	Check #	Description	Deposit	Check	Balance
06/01/2012		Beginning Balance			\$6,333.53
06/13/2012	1057	Charles Cozelos---print Ops Manual		\$34.39	\$6,299.14
06/16/2012		Bkfst \$1039; Dues \$15 Todd Brooks	\$1,054.00		\$7,353.14
06/16/2012	1058	Buckhorn Band 1/2 net profits		\$408.99	\$6,944.15
06/18/2012	1059	Buckhorn Band bkfst expense		\$221.03	\$6,723.12
06/19/2012	1061	Fuel City---propane		\$21.59	\$6,701.53
		Ending Balance			\$6,701.53

### Safety:

Wes Conkle – EAA # 633811

Summer is in full swing, and everybody is taking flying trips. Well, George is, anyhow. An important part of planning a trip in the airplane is to ensure that if you don't arrive at your destination, someone will be aware of this and begin a search. It doesn't mean much to survive the crash if nobody is coming to get you.

*The easiest way is to let a friend know what your intentions are, and create a plan for what to do in the unlikely event that you fail to arrive. Another option is filing a flight plan. If you fly IFR, then of course you must do this, but when flying VFR it is optional. The primary reason for a VFR flight plan is to initiate action if you don't arrive. File a VFR flight plan in the same way you would for IFR, primarily, by calling the Flight Service Station at 1800WXBRIEF, or by using an online planner such as DUAT. Chapter 5 of the Aeronautical Information Manual covers flight plans, and the legal requirements are found in 14CFR91 § 91.153.*

It may be some time before the government comes to find you though, so another useful tool is a Personal Locator Beacon, such as the SPOT models offered by Sporty's and other such retailers. These can send a panic signal in case of an accident, with location information. In addition, some models can send short text messages via satellite as well as updating your location (in near real time) to a website. In this case, had you made a plan with a friend, they would very quickly know if you went down and where to find you.

Don't forget to drink lots of water and wear your sunscreen! It has been very hot lately so take appropriate precautions.

## **Young Eagles:**

Aaron Wypyszynski – EAA # 579057

The summer months have certainly spiked an interest in aviation with the kids around Huntsville. June was one of our busiest months since I started flying Young Eagles for Chapter 190 (other than the yearly fly in) with 23 kids last pancake breakfast. Thank you to all the pilots who pitched in to help fly all of them.

On the note of flying Young Eagles, EAA currently has a petition in to the FAA to attain a waiver to allow Young Eagle pilots to be reimbursed/provided with free fuel for Young Eagle flights. Please take a few minutes and add your comments to the petition and show just how important the Young Eagles, and soon to come Eagles program is to expanding general aviation and keeping the aviation community strong in the USA.

Speaking of Eagle Flights, the Eagle program (the continuation of the Young Eagle program for those ages 18+) kicks off at Airventure in two weeks! I plan to attend several forums and hope to have more information in the next newsletter. From the information I have so far, the program will be the same as Young Eagles, except all flights will be one on one and limited to only a single flight. The roll out of the program will be slow, as EAA is currently working to get more sponsors on board and revamp the paperwork.

This month is also Zach's trip up to Air Academy. Look for an update in next month's newsletter for how it went!

## **Flight Advisors NotePad:**

George Martin III – EAA #

## **3M5 NOTAMs:**

Jerry Barnett – EAA # 1005123

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

## **Thoughts:**

Jamie Dodson – EAA # 1025923

### Reader's Digest

We asked 17 pilots from across the country to give us straight answers about maddening

safety rules, inexplicable delays, the air and attitudes up there-and what really happens behind the cockpit door. What they told us will change the way you fly.

"We miss the peanuts too." -US Airways pilot, South Carolina

### ***What You Don't Want to Know***

"I'm constantly under pressure to carry less fuel than I'm comfortable with. Airlines are always looking at the bottom line, and you burn fuel carrying fuel. Sometimes if you carry just enough fuel and you hit thunderstorms or delays, then suddenly you're running out of gas and you have to go to an alternate airport."

-Captain at a major airline

"Sometimes the airline won't give us lunch breaks or even time to eat. We have to delay flights just so we can get food."

-First officer on a regional carrier

"We tell passengers what they need to know. We don't tell them things that are going to scare the pants off them. So you'll never hear me say, 'Ladies and gentlemen, we just had an engine failure,' even if that's true."

-Jim Tilmon, retired American Airlines pilot, Phoenix

"The Department of Transportation has put such an emphasis on on-time performance that we pretty much aren't allowed to delay a flight anymore, even if there are 20 people on a connecting flight that's coming in just a little late."

-Commercial pilot, Charlotte, North Carolina

"The truth is, we're exhausted. Our work rules allow us to be on duty 16 hours without a break. That's many more hours than a truck driver. And unlike a truck driver, who can pull over at the next rest stop, we can't pull over at the next cloud."

-Captain at a major airline

"Some FAA rules don't make sense to us either. Like the fact that when we're at 39,000 feet going 400 miles an hour, in a plane that could hit turbulence at any minute, [flight attendants] can walk around and serve hot coffee and Chateaubriand. But when we're on the ground on a flat piece of asphalt going five to ten miles an hour, they've got to be buckled in like they're at NASCAR."

-Jack Stephan, US Airways captain based in Annapolis, Maryland, who has been flying since 1984

"The two worst airports for us: Reagan National in Washington, D.C., and John Wayne in Orange County, California. You're flying by the seat of your pants trying to get in and out of those airports. John Wayne is especially bad because the rich folks who live near the airport don't like jet noise, so they have this noise abatement procedure where you basically have to turn the plane into a ballistic missile as soon as you're airborne."

-Pilot, South Carolina

"At some airports with really short runways, you're not going to have a smooth landing no matter how good we are: John Wayne Airport; Jackson Hole, Wyoming; Chicago Midway; and Reagan National."

-Joe D'Eon, a pilot at a major airline

"I may be in uniform, but that doesn't mean I'm the best person to ask for directions in the airport. We're in so many airports that we usually have no idea."

-Pilot for a regional carrier, Charlotte, North Carolina

"This happens all the time: We'll be in Pittsburgh going to Philly, and there will be a weather delay. The weather in Pittsburgh is beautiful. Then I'll hear passengers saying, 'You know, I just called my friend in Philly, and it's beautiful there too,' like there's some kind of conspiracy or something. But in the airspace between Pittsburgh and Philly there's a huge thunderstorm."

-Jack Stephan

"You may go to an airline website and buy a ticket, pull up to its desk at the curb, and get onto an airplane that has a similar name painted on it, but half the time, you're really on a regional airline. The regionals aren't held to the same safety standards as the majors: Their pilots aren't required to have as much training and experience, and the public doesn't know that."

-Captain at a major airline

"Most of the time, how you land is a good indicator of a pilot's skill. So if you want to say something nice to a pilot as you're getting off the plane, say 'Nice landing.' We do appreciate that."

-Joe D'Eon

"No, it's not your imagination: Airlines really have adjusted their flight arrival times so they can have a better record of on-time arrivals. So they might say a flight takes two hours when it really takes an hour and 45 minutes."

-AirTran Airways captain, Atlanta

## **Next Generation of Pilots:**

Hannah Brock – EAA # 1018039

Hmmm, I'm not sure what to say this month. Παππους says I have writers block. But after awhile I thought I'd say a few things about the flyin. It will be here in September.

I thought my brothers would be camping with Boy Scouts, but they tell me that it is not the same weekend so they will be there. Everybody in our family is getting bigger and we can't all fit in the tent. Last year Παππους had to sleep outside wrapped up in a tarp, so this year he and I were shopping and I asked to get a new tent. He let me pick out any one I wanted. I found one that is huge! It is awesome. It is shaped like a cross and has three rooms in it. The middle is for Mom and Dad and Trey and Shay. I am going to make the right side my room and Παππους can have the room on the left. I was thinking that if Mom and Dad don't come, I could make the middle a living room and kitchen.

We talked about what we are going to eat. I think we are going to eat a lot on Friday night. I want a steak, hotdogs, marshmallows and something hot to go in my thermos. For dissert, I don't know yet. I don't know if Trey is going to cook chili again this year. He makes good chili. It is the best part to cook on the fire and eat outside and then crawl into my sleeping bag and sleep all night.

I love waking up early the next morning before the sun comes up and going to the FBO where they are getting ready to fix breakfast. I think the breakfast will be the same thing they always fix, like bacon and eggs. It is so good, but I like the dinner better.

After breakfast my job this year will be to give out drinks and work in the Pilots Welcome Tent. As pilots come to the flyin and park their plane, some of them come over and I welcome them to the flyin. Some of them ask me questions like where is the food, I point to the FBO. Some ask, how do I get gas, and I tell them to call for it on one-two-two-point-seven. If they are too hot, I have a bottle of water for them. It is fun to meet new people and the kids that fly in with their parents.

Παππους said he and I may get to go to the banquet in Mr. Myers hanger that night. I went to one before and it was awesome. I can't wait for the flyin, it's so much fun. I'll tell you later what happens there.

### Projects Update:

Jim Harchanko	RV	<a href="http://www.flickr.com/photos/rvflyer03/sets/">www.flickr.com/photos/rvflyer03/sets/</a>
Bob Wilson	Dragonfly	<a href="http://hiwaay.net/~bzwilson/dragonfly/index.html">http://hiwaay.net/~bzwilson/dragonfly/index.html</a>

### Calendar of Events:

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		Oshkosh – AirVenture - 2012	<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		Annual Moontown Grass Field Fly-In	<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>
Jan 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

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Mar 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 16	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 20	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jun 11	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
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Jul 16	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 20	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Aug 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
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## From the Editor:

Charles P. Cozelos – EAA # 468052

I can't believe we are about 70 days from the annual Moontown Grass Field Fly In. It seems like it was just yesterday. I have no idea where this year has gone. Jeff, congratulations and thanks, this has been quite a year for the chapter and we are only in July. Actually folks, my diatribe is a segway into a request for everyone to think about what you can do for the fly-in. 70 days is not much time and there are so many things to do. Don't get me wrong, I believe everyone does pitch in and I know without everyone pulling, we couldn't get done half of what this chapter accomplishes. I just am throwing out a heads up that we will be out there setting up and conducting operations before you know it.

Another thought that crosses my mind is this temperature. HOT! Wes was dead on target with his Safety Article last month about the summer heat. Let us not forget it since we operate out of a 2180' Turf airport. This summer especially, density altitude is not our friend. Fly Safe & let's have a great summer.

## 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 <b>Will Good</b> <a href="mailto:willybears@yahoo.com">willybears@yahoo.com</a>	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	<a href="http://www.nickgrantadventures.com">http://www.nickgrantadventures.com</a>	
Pressure Cleaning	ReNew-it Pressure Cleaning	256-682-0251
Wanted: Headset	Andrea Atwood	<a href="mailto:dancing_on_air@earthlink.net">dancing_on_air@earthlink.net</a>