

	<h1 style="text-align: center; color: yellow;">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>	
<p>EAA Chapter 190</p>	<p style="text-align: center;">http://eaa190.weebly.com/</p>	<p style="text-align: right;">August 2012</p>

Photo of the Month:



David L. Frank & Bryan Tauchen

Presidents Message:

Jeff Spencer - EAA # 687437

Hello Fellow Members!

We had a very informative program last month, with Kim McCutcheon doing a presentation on “Lost Generation of Liquid Cooled Aircraft Engines” and we had a great turnout. Thanks to our Program Coordinator George Myers for continuing to line these up. This month, I believe we are going to do another Chapter cookout and we’ll be showing some photos and videos from AirVenture 2012. I was fortunate this year in that I got to fly with the Redstars in the opening day Warbird airshow. It was a blast!



Our chapter meeting this month will be on August 14th 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
- 3) Status of Moontown tower steps project
- 4) Report from Zach on his Air Academy trip

Our monthly breakfast fly-in will follow on 8/18. 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:

EAA 190 Chapter Meeting – 7/17/2012

The meeting was called to order 1830 at the Moontown FBO. Present: Charles P. Cozelos, Hannah Brock, Bob Friend, Bob Wilson, George Martin, Harold McMurrin, David Rihuelmy, Andrea Atwood, Peter Knudtson, James Harchanko, David L. Frank, Jerry Barnett, Lee Adcox, George Myers, Gene Knapp, Todd Brooks, Aaron Wypyszynski, Jamie Dodson, Clarence O. Hauck and Kim McCrutchin.

1. The minutes from the last chapter meeting as reported in the July issue of PROPWASH were approved.
2. The treasurer's report as reported in the July issue of PROPWASH was approved. There was a discussion concerning the upcoming maturing of the chapters CD and what should be done when it does mature. It was noted that the CD will mature before the net chapter meeting. A motion was made by Charles Cozelos to appoint Lee Adcox, Jim Harchanko and Jeff Spencer to decide what to do with the CD and accomplish whatever they decide. Motion Carried.
3. Young Eagles were discussed. It was noted that the "Eagles Program" will begin during Oshkosh. The Eagles Program will be a Young Eagles like program for adults.
4. There was a discussion concerning the monthly Fly-In breakfast. The point was made and then discussed that we have different procedures for the September Fly-In as opposed to the other eleven months of the year. Should we not use the same procedures every breakfast with the reasoning being that you train like you fight, so shouldn't we use the same procedures all year so as to sharpen our skills for September.
5. George reviewed some outstanding items in preparation for the September Fly-In.
6. The stairs for the radio tower were discussed. The stair committee has met and is making progress.
7. The fly out to the Tennessee Museum of Aviation was discussed. The trip was such a success that Jeff Spencer made the motion that the chapter plans another fly out for August 4th with a backup date of August 11th for a trip to Tullahoma TN to see the Stagerwing Museum. The motion was seconded by Hannah Brock. After a short discussion the motion carried.
8. Kim McCrutchin presented a program giving the history of "The Lost Generation of Liquid Cooled Aircraft Engines".

The meeting was adjourned at 2005hrs.

Treasurers Report:

Jim Harchanko – EAA # 541411

Date	Check #	Description	Deposit	Check	Balance
07/01/2012		Beginning Balance			\$6,701.53
07/21/2012		Dues---Eugene Knapp (Bkfst less than \$200)	\$7.00		\$6,708.53
07/31/2012		Ending Balance			\$6,708.53

Safety:

Wes Conkle – EAA # 633811

Young Eagles:

Aaron Wypyszynski – EAA # 579057

Last month saw a great month of Young Eagles thanks to Airventure. Our Air Academy sponsored student, Zach Harris had a great time, so much so that he hated to have to leave half way through the week. He is already looking forward to attending Airventure next year and camping in Camp Scholer or under a wing in the north forty. Zach will be discussing his time at Airventure at one of the upcoming chapter meetings.

I also had the chance to attend several Young Eagles events while I was at Airventure, as well as volunteering at the Young Eagles information center on Aeroshell (now Phillips 66) plaza. Several of the tips I picked up that I hope to implement over the coming months are:

- A large poster with the YE flight plan information (how YE can help you get from a first flight to your pilots license)
- Business Cards with our chapters YE information
- A method of tracking the kids that are coming back and keeping in contact with them.

I also picked up a few notes on liability and the importance of properly filled out YE forms.

- EAA spends over \$300,000 a year on YE insurance alone, the program costs EAA \$1.8 million just to keep running each year (to cover insurance, publications, forms, and YE dollars).
- It is important to use the current Young Eagles forms. I will be going through our cabinet to ensure we only have the current forms on hand.
- EAA will no longer be able to accept printed PDF forms due to recent liability concerns. Only the official EAA printed forms will be accepted (they are also working on an online form that will be sufficient). In the meantime, if there is someone that needs a form and cannot swing by Moontown to grab one, please have them contact me and I will be more than happy to send them one. Also, make sure the form is signed by the legal guardian.

EAA also launched the much anticipated Eagle Flight program, an introductory to flight mentorship program for Adults (ages 18 and up) that is somewhat similar to Young Eagles but more focused on mentorship. Unlike YE which is focused on inspiring kids to fly, the Eagle Flight program is focused on mentoring adults already interested in aviation using the EAA

chapter network, and in so doing so, providing support for those seeking their pilots license. Eagle flights will not be conducted on a rally type basis as YE flights are, but instead are designed to be conducted on a one-on-one basis, where someone who shows interest in learning to fly is paired with one of the Chapter's Eagle Flight pilots. The Pilot then provides the introductory flight, making sure to sit down and discuss what it takes to become a pilot and what the next steps are. The pilot, as well as the rest of the chapter, then provide support for the Eagle to help them through their path to becoming a pilot. EAA is currently working to secure discounts and awards for completing certain levels of the process, similar to those currently available to YE. They will also be providing a free 6 month membership to EAA. There are separate forms for Eagle flights that are very similar to the YE forms. I hope to have them available in the next few weeks.

More to come next month! - Aaron

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

In the lighter moments of WWII, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.

During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called sourcers, were able to get wine or other niceties from the land or rather from the locals. RAF Spitfire pilots came up with an even better idea.



The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the official designation.



A staged shot of the Mod. XXX tank being filled.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great Britain for maintenance or liaison duties. They would then return to Normandy with full beer kegs fitted under the wings.



The Spitfire had very little ground clearance with the larger beer kegs.

Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It

seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks, most often done with the unofficial approval of higher echelons.

In his book *Dancing in the Skies*, Tony Jonsson, the only Icelander pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.



Next Generation of Pilots:

Hannah Brock – EAA # 1018039

WOW! We got to go to the Beechcraft Museum in Tullahoma. Mr. Jacobs said we could ride with him, I want to thank you again Mr. Jacobs for a wonderful trip. Παππους and I got to the airport just in time to meet Mr. Jacobs. We went to his hanger and he and I did the pre-flight, he has a Cessna 172 which is what I'm learning to fly. After the preflight, we got in; I got the front seat again.

We flew to Winchester for their breakfast. It was a neat airport, they have a concrete runway which is nice, but I think I like the grass at Moontown better. The breakfast was very good there; I want to thank the people at Winchester for a great breakfast. After we ate, we were going back to Mr. Jacobs plane and I saw a plane that was painted like the flag of Texas. Then we took off and headed to Tullahoma.

Both the trip to Winchester and Tullahoma went by so fast, it seemed that just as we got in the air, we were making our approach into the next airport. When you are starting to go into an airport, all the pilots in the plane start working to make sure we have a safe arrival. We listen to the radio and figure out where other planes are. Then we talk on the radio and tell everyone where we are and what we are going to do. Then all the pilots start looking for other airplanes. We found out that I'm really good at it. First I saw two together and called out "Two at three o'clock" then I found another one and said "Traffic at eleven o'clock, our altitude". On the three landings we did, I found all the planes first, except for one, and I missed a tower I was supposed to find, but it was fun.

When we were landing at Tullahoma, I saw that they had five runways, some were concrete and some were grass like Moontown. We landed and taxied into the parking lot of the museum. It was awesome that they have a parking lot for planes and one for cars. You can just taxi up to the door.

In the museum I got to see the first Beechcraft built. It was tall and red. It had wooden doors that had the softest covering on them. I could only touch the bottom of the doors even when I reached up as far as I could.

They had a Beech Starship there. It was *awesome!* I've never seen anything like it. It had wings like a jet with big winglets that stood up on the end. It had big canards up front. It didn't have a tail like other planes and the engines were on the back where they pushed the plane. I got to go in it. It was big; I think 10 people could sit in it. I also got to sit in the PIC seat. I can't wait till I can fly a plane like that.

Projects Update:

Jim Harchanko	RV	www.flickr.com/photos/rvflyer03/sets/
Bob Wilson	Dragonfly	http://hiwaay.net/~bzwilson/dragonfly/index.html

Calendar of Events:

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/

Jan 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jan 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jun 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jun 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
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Last month Hannah felt she had writers block, I think I’ve caught it from her. The only things I can think of are:

Paul; thank you so much for a wonderful ride to TN. Hannah & I both had a great time. I’m looking forward to any future trips the chapter makes as a group. My apologies to the guys that went there, I had a great picture of them on my thumb drive. It was to be the Picture of The Month, but alas, the thumb drive crashed on me just as I finished the PROPWASH & I had to start over – lost the photo...

Keep in mind the September Fly In. It’s just days away.

Fly Safe & Learn Something New

Donation to the Chapter – Books for sale:

Paul Jacobs has donated some books to the chapter. The thought is that if someone wants one, you can buy it with the proceeds going to the chapter. The books are listed below. If you are interested in any of them, contact any of the chapter officers.

Our Wings Grow Faster	Grover Loening	1935
The Aircraft Treasures of Silver Hill	Walter J. Boyne	1982
US Air Force in World War II	Thomas A. Siefring	1977
Flying Old Planes	Frank Tallman	1973
Moments of Terror the Story of Antarctic Aviation	David Burke	1973
Fair Weather Flying	Richard L. Taylor	1974
Aircraft Performance	Richard L. Taylor	1991
Human Factors	Richard L. Taylor	1991
Pilot Proficiency	Richard L. Taylor	1991
Aviation Weather	Richard L. Taylor	1991
Congested Airspace	Richard L. Taylor	1991
Instrument Operations	Richard L. Taylor	1991
Aircraft Systems	Richard L. Taylor	1991

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
Wanted: Headset	Andrea Atwood	dancing_on_air@earthlink.net