

	<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>	
<p>EAA Chapter 190</p>	<p>http://eaa190.weebly.com/</p>	<p>September 2012</p>

Photo of the Month:



Photo from first Huntsville Airport located on what is now Thornton Ave. off Whitesburg Dr.

Presidents Message:

Jeff Spencer - EAA # 687437

Hello Fellow Members!

September is the month of the Annual Moontown Grass Field Fly-in, which will be held on September 15th and 16th. There are plenty of opportunities for members to get involved as much or as little as you want. Please, do get with George Myers or me and tell us how long you can work and what areas you might be interested in. Your first opportunity will be to come out on Friday to help us prepare the airport for the fly-in. This includes placing signs, flagging, putting up tents, setting up tables/chairs, helping to clean out and arrange George's hangar for the Saturday banquet and just helping out in general around the airport to get it ready for the public. Gordie Seuell is hosting a hangar party that Friday night. Bring a side and hard liquor/wine if you desire. Beer will be furnished on tap. Brats and burgers will be provided as well. The plan is to eat around dark.

For the fly-in itself, our Young Eagle (YE) Coordinator, Aaron Wypyzynsky, has identified a number of different tasks/positions that are opportunities for member involvement. Those positions are YE Form Distribution, YE Form Reception, Preflight Briefer (aircraft walk around), Flight Escorts, Ground Ops and De-briefer. Members can work a task for a little while and then swap out on another task. I can promise you that the excitement from the

kids and the appreciation from the parents will make you glad you volunteered. My involvement in YE flights, whether it's as pilot or working on the ground, has provided me with many of my best aviation memories. We also have a little airplane train that we run to have entertainment for kids that are too young to fly. We need volunteers during the day to drive the 4-wheeler which pulls the train. Another volunteer opportunity includes helping Andrea and Hannah with handing out water and information cards to arriving pilots. Of course we always need people to direct arriving aircraft to parking areas as well as those to actually marshal and park the aircraft, check with Charles to help there.

If you have not already done so, please purchase tickets (\$20) to the Saturday banquet, which has a social hour starting at 6 pm and dinner at 7pm. The menu is:

- Salad: Caesar
- Entrees: Homemade Lasagne (with meat), and Bowtie Pasta with roasted vegetables, grilled portabellas and fresh pesto
- Vegetables: Green Beans, Buttered Broccoli
- Dessert: Amaretto Cheesecake Bars

Musical entertainment will be provided by the Army Material Command Jazz Combo. Our speaker will be U.S. Army veteran and author Homer Hickam. Homer served as a First Lieutenant in the Fourth Infantry Division in Vietnam in 1967-1968 where he won the Army Commendation and Bronze Star medals. He served six years on active duty, leaving the service with the rank of Captain. Homer's books include *Torpedo Junction*, *Rocket Boys*, and most recently, *Crater*. Thanks and I look forward to see you on Friday, Saturday and Sunday!

Member Spotlight:

Minutes of Last Meeting:

Bryan Tauchen – EAA # 651954

EAA 190 Chapter Meeting – 8/14/2012

The meeting was called to order at 6:30 pm in the Moontown FBO building. Twenty people were present.

Minutes have been posted on the web site. No changes were proposed.

Treasurer's report also has been posted to the web site.

Aaron Wypyszynski presented the Young Eagle update. He stated that the national organization has requested that only current YE forms be used. PDF computer printed forms are not allowed. Make sure that the student's information is filled in and that the parent or guardian has signed the back of the form. Aaron is awaiting more information about the adult Eagle program. It is expected that the pilot requirements will be the same as for the YE program. The adult Eagle will be given a little more personal attention along with more information on receiving flight training.

Wes Conkle state that he was working on a solution to the unicom tower steps.

George Myer went through the task assignment list for the September fly-in.

Zak Harris, recipient of the scholarship to the EAA Air Academy, gave a presentation summarizing his experiences at the Air Academy. He showed a couple of his projects, a sheet metal spark plug rack and a wood wing rib.

Present: Bryan Tauchen, Andrea Atwood, Hannah Brock, Charles Cozelos, George Martin, Bob Friend, Jim Harchanko, Zachary Harris, David Frank, Jamie Dodson, Peter Knudtson, David Edgeman, Bill Perry, Jerry Barnett, Todd Brooks, George Myers, Wes Conkle, Allison Belgard, Jeff Spencer, Aaron Wypyszynski.

Treasurers Report:

Jim Harchanko – EAA # 541411

Date	Check #	Description	Deposit	Check	Balance
07/31/2012		Beginning Balance			\$6,708.53
08/06/2012		Interest from CD	\$129.53		\$6,838.06
08/07/2012		Transfer CD to checking account	\$16,000.00		\$22,838.06
08/20/2012		Net breakfast (642 gross, 145 exp, 507 total profit)	\$253.50		\$23,091.56
08/31/2012		Ending Balance			\$23,091.56

Safety:

Wes Conkle – EAA # 633811

For this month's article, I am going to show how much information is available to a pilot by taking a quick look at an accident that recently received wide attention, due to the fact that it was filmed in high definition by the passengers, who all survived.

The accident was captured using a popular high quality video recording device, and the passenger who recorded the video published the video so he could share it with friends and family, but it quickly went 'viral' receiving more than a million views. The video can be watched here, or on any number of other video sites.

http://www.liveleak.com/view?i=835_1344412426

It's a gripping video to watch, and hindsight being 20/20, I'm sure every pilot is thinking 'Why didn't he abort the takeoff?' There are a number of things that will stand out: most will recognize this as a Stinson 108, and from the description, I noted that it occurred in Idaho (well known for mountain flying). I did a quick search of the NTSB Aviation Database using Stinson 108, May/June/July 2012, and Idaho, and found the accident report:

http://www.nts.gov/aviationquery/brief.aspx?ev_id=20120701X65804&key=1

Now we can see where exactly it occurred, and I looked up the field on Skyvector.com. Note that the field elevation is 6370 feet MSL.

<http://skyvector.com/airport/U63/Bruce-Meadows-Airport>

There is no weather for this airstrip, but looking around; I found a nearby station reporting at McCall, ID, where temperature was reported to be between 75 and 90 F in the afternoon. Shadows in the cockpit suggest it is afternoon at the time of the accident, with the aircraft departing runway 23.

http://www.wunderground.com/history/airport/KMYL/2012/6/30/DailyHistory.html?req_city=NA&req_state=NA&req_statename=NA

(Of course weather can also be retrieved from aviation weather sites!)

This calculates to a density altitude of over 9000 feet. (I was able to find an online density altitude calculator for that as well).

Just to verify the airplane specs, I Google searched the N number, which leads to your choice of registries (because the FAA maintains this as public knowledge, does anyone know why?). It is indeed a 1947 108-3 with the Franklin 165 HP engine.

I could not find a POH for the plane on the internet for the purpose to looking at takeoff distance, but there are a number of Weight and Balance estimators available for similar planes. Some commenter's have suggested that the aircraft was over-gross at takeoff, but that is speculation. One thing you can see for yourself, however, is the mixture knob in the video. And if you aren't certain about it, I found this website

<http://www.hangar9aeroworks.com/Stinson%20Tech%20Info/108panel.html>

which shows position of each knob in the panel. The mixture is full rich during the takeoff.

The pilot was interviewed by AOPA magazine, and he is a highly experienced pilot. No reason for name calling or second guessing, because he notes his own mistakes in the interview.

<http://www.aopa.org/training/articles/2012/120814youtube-crash-pilot-was-going-to-abort.html>

At any rate, this is a good look at just how much information is available to every internet user, and I think that is worthwhile to look into these events to get a picture of what happened, so that we can establish recognizable patterns that we can use to hopefully prevent making our own mistakes.

Young Eagles:

Aaron Wypyszynski – EAA # 579057

August was yet another great month for Young Eagles! The month started with a great pancake breakfast. Despite a slow start due to low clouds, the Young Eagles held in and waited for the weather to clear. In total, Brian and I flew 13 kids.

The pancake breakfast was followed by another great even the following weekend. We had been contacted by a homeschool group to see if we could do an event. One of the parents had been out to a pancake breakfast with her son, and the both loved it so much they passed the idea along to their entire home school group. In total, 9 kids came out for the event with their parents. I gave a half hour presentation on the EAA, what general aviation is, and what a typical flight is like. Following the presentation each of the kids received a Young Eagles Flight thanks to the help of several of our Young Eagles Pilots. A huge thanks goes out to them (Brian, Paul, Wes, Todd, and Nate), as without them this program would not have been possible! The event also would not have been possible without the great support of our ground staff! Jamie and Julie did a great job helping with paperwork and working with the parents. It was a great event and served as good practice for the upcoming Annual Fly-In.

You may have noticed two new names in the list of pilots for our last event. Todd Brooks and Nate Forton are two of our newest Young Eagles pilots, just in time for the big fly-in!

Next month looks to be another busy month for Young Eagles with the big fly in. The weather is starting to cool down so it should be a great time. We can always use more pilots for the event, so if you are interested in helping introduce some kids to aviation, please let me know, even if it is only for a single flight. The only thing that we ask is that you get a quick brief on operations (both ground and airborne) before starting.

Look for the re-cap of the annual fly-in in next month's article!

Flight Advisors NotePad:

George Martin III – EAA #

3M5 NOTAMs:

Jerry Barnett – EAA # 1005123

Thoughts:

Jamie Dodson – EAA # 1025923

F-16 dead stick landing

Here's the F-16 dead stick into Elizabeth City, NC: A fairly short run way for jets, (about 6000 ft long), but qualifies for an "Emergency landing field" in the grand scheme of US aviation. Watch the video to appreciate how intense the situation and how busy the pilot was all the way to stopping on the runway. Very apparently, the pilot was one-of-four F-16s in a flight returning to their base, (most probably from the Navy Dare bombing range south of Manteo), and the F-16 in question had already reported a "Ruff-Running Engine" to his flight leader before the start of the video. The whole episode, from start-to-finish only takes about 3 1/2 minutes!

<http://www.patricksaviation.com/videos/SUPERGT/3384/>

The video begins as the flight is being followed on radar. The flight leader asks for the Elizabeth City tower UHF freq which is repeated as 355.6 and the entire flight switches to that freq: Just one-more-task for the pilot to execute in the cockpit as he reports that his engine has QUIT. He has to activate the Emergency Unit to maintain electric and hydraulic power. This unit is powered by Hydrazine: (the caustic fuel that Germany created in WW II to power their V-2 Rockets and their ME-163 rocket fighters among others.) Thus, the last call about requesting fire support after the jet is safe on deck, and pilot breathing easy. Meanwhile, back in the cockpit, the pilot is busily attempting to "Re-light" his engine: (Unsuccessfully, of course) while tending to everything else.

The video is taken using the Head-Up-Display (HUD) camera which also has a voice recorder. The HUD is a very busy instrument, but among things to notice are the circle in the middle which represents the nose of the aircraft and where it is pointed: "The velocity Vector". The flight leader reports they are 7-miles out from the airport and at 9000 ft altitude. Since the weather is clear and the airport is in sight, this allows for adequate "Gliding distance" to reach a runway with the engine OFF. Rest assured, jet fighters glide sorta like a rock. They don't enjoy the higher lift design of an airliner like that which allowed Sullenburger to land in the NY river. Coming down 9000 ft in only 7-miles requires a helluva rate of descent, so the pilot's nose remains well below the "Horizon" until just prior to touching down on the runway. The HUD horizon is a solid, lateral bar, and below the horizon, the horizontal lines appear as dashes. You'll see a "10" on the second dashed line below the horizon which = 10-degrees nose low. Radio chatter includes the flight leader calling the tower and the tower stating runway 10 with wind 070@5MPH + altimeter setting of 30.13: yet another step for the pilot to consider. The flight leader calls for the pilot to jettison his external fuel tanks and asks another pilot in the flight to "Mark" where they dropped... The tower later tells the pilot to land on any run way he chooses. Pilot reports "Three in the green" indicating all three gear indicate down and locked which the flight leader acknowledges.

You will hear the computer voice of "Bitchin'-Betty" calling out "Warnings". More confusing chatter when none is welcome or even necessary. (That's "Hi-Tech" for ya.) The pilot has only ONE CHANCE to get this right and must also slow to an acceptable landing speed in order to stop on the short runway. You'll see Black rubber on the run way where "The rubber meets the road" in the touchdown area. Note that during roll out, he gets all the way to the far end which you can see by all the black skid marks where planes have landed heading in the opposite direction. OK: That's more than ya probably wanted to know, but you have to appreciate the fine job this guy did in calmly managing this emergency situation. He is a "USAF Reserve" pilot and those guys generally have plenty of experience. That really pays off. The pilot just saved about \$20+m at his own risk.....Great job! Note the breathing rate on the hot mic and also the sink rate (airspeed tape on the left side of the heads up display. Pretty cool guy!!! See if you can keep all of the radio transmissions straight. Probably the coolest sounding voice in the whole mix is the pilot of the engine out aircraft. (Just a reminder an F-16 has only one engine!) When it goes, you are coming down. It is just a matter of figuring out where the airplane will come to rest on terra firma. Nice job....cool pilot!

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

It won't be too long before the fly-in. I wanted to say it will be a lot of fun!! There are usually a lot of people camping out, a lot of people cooking over fires, a lot of people fly their airplanes in and a lot of people come in by car. During the September fly in, a lot of pilots want you to see their planes so they fly by fast and low over the runway. There are all kinds of planes and the Yacks fly by together in formation. Last year a little jet flew by and was so low he was almost on the runway, and then he just shot straight up. It was awesome!

I am going to get there Friday night right after school. My brothers are going to cook over the fire. I am going to eat steak. My brothers are going to cook chili and bar-b-queue ribs. It is so much fun to eat in front of the fire until I can't eat any more. Then I get to sleep in my new tent. It has three rooms. I will have a room all to myself, and Παππους will have a room and the rest of my family will have a room.

When I get up Saturday morning, we will eat at the FBO and then I will do the Pilot Information tent. I will answer questions, tell people where things are, and give out cards with information on them.

I just can't wait until the fly in, it's going to be AWESOME!

Projects Update:

Jim Harchanko
Bob Wilson

RV
Dragonfly

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

Calendar of Events:

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/
Jul 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jul 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Aug 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sep 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sep 21-22		Annual Moontown Grass Field Fly-In	http://moontownairport.com/
Oct 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 19	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Nov 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/

Nov 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Dec 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

From the Editor:

Charles P. Cozelos – EAA # 468052

Short note about PROPWASH & fly-in. Any of you in the chapter who wish to contribute articles or pictures of the fly-in for future issues of PROPWASH – please do! I'm sure many of you will get photos better than any I could take, and I am no story teller so your impressions will be of interest to others in the chapter as well as out.

I don't know how many of you are aware that the PROPWASH notices go out to all current members of the chapter, many past members who have moved away, many interested people in north Alabama, and all EAA chapters within a 200 mile range of 3M5.

As Always:
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. Siefiring	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
Men In The Air	Brandt Aymar	1990

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
Literature
Pressure Cleaning

Southeastern Aircraft Rebuilders, Inc.
<http://www.nickgrantadventures.com>
ReNew-it Pressure Cleaning

256-852-9781
256-682-0251

Wanted: Headset

Andrea Atwood

dancing_on_air@earthlink.net