



EAA Chapter 190

PROPWASH

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.

<http://eaa190.weebly.com/>



December 2012



This Young Eagle just can't wait to get into the air! Photo courtesy of Aaron Wypyszynski

President's Message:

Jeff Spencer - EAA # 687437

This month marks the end of my two year term as Chapter President. Thank you to my fellow Chapter officers, Board of Director members, and the membership for your service and participating in the various events and activities the Chapter has been involved in. I look forward to 2013 and the events and activities our new officers have in store for us all. Please continue to participate and contribute as the Chapter is only as strong as its membership makes it. We will not have a Chapter meeting this month. Instead, as we usually do, the Chapter membership is invited to come out to Moontown and participate in the Moontown Christmas party! Finally, as a reminder, Chapter dues (\$15) are due on January 1st and past due after January 31st. Have a safe and happy holiday season!

Minutes of 11/13/12 Meeting:

Bryan Tauchen - EAA # 651954

The meeting was called to order at 6:30 pm at the Moontown FBO. Seventeen members were present.

Minutes of the previous meeting have been posted on the web page. No additional comments. Treasurer report. Jim Harchanko reported that \$1090 has been contributed to the George Myer Memorial Fund.

Aaron Wypyszynski reported that he now has EAA Eagle Flight forms.

Wes Conkle reported that parts have been ordered for the golf cart. (Update – He has the machine running.)

The fly in breakfast will be held at the normal time this Saturday morning.

The Moontown Airport / EAA 190 Christmas party will be held 6:00 December 8.

Motion was made and seconded to approve sending a second student to the Air Academy in Oshkosh, to be paid for with the money from the George Myer Memorial Fund. Any additional funds required will be covered from chapter funds. Motion passed.

Elections were held. President – Aaron Wypyszynski, Vice President – Bryan Tauchen, Secretary – Wes Conkle, Treasurer – Jim Harchanko, BoD#2 (through 2013) – Bob Friend, BoD#3 (through 2014) – Lee Adcox, BoD#4 (through 2014) – Andrea Atwood.

Charles Cozelos agreed to continue as newsletter editor. Other positions available include Audit, Web Editor, Young Eagle Coordinator, and Programs Director.

Meeting was adjourned.

Members Present: Bryan Tauchen, James Harchanko, Bill Perry, Todd Brooks, Lee Adcox, Geoffrey Jeram, Aaron Wypyszynski, Wes Conkle, Kevin MacQuinn, Charles P. Cozelos, George Martin, Harold McMurrin, Jim Hooper, Jeff Spencer, Clarence O. Hauck, Andrea Atwood, Jamie Dodson.

Treasurer's Report:

Jim Harchanko - EAA # 541411

Date	CK #	Description	Deposit	Check	Balance
11/1/2012		Beginning Balance			\$24,133.58
11/5/2012		Net share of Sep fly-in lunch concessions	\$82.17		\$24,215.75
11/14/2012	1070	EAA Air Academy--Advanced Air Academy Reservation		\$200.00	\$24,015.75
11/14/2012		YE memorial for George from Daniel Rist	\$50.00		\$24,065.75
11/19/2012		YE Memorial for George from MCHS Band	\$100.00		\$24,165.75
11/19/2012		Net breakfast (708 gross, 200 exp, 508 total profit)	\$254.00		\$24,419.75
11/29/2012	1071	Wes Conkle--EZ Go btry, head gasket, bolts, hose		\$124.44	\$24,295.31
11/30/2012		Ending Balance			\$24,295.31

Safety:

Wes Conkle - EAA # 633811

Young Eagles:

Aaron Wypyszynski - EAA # 579057

We could not have asked for much better flying weather in November! The return of the pancake breakfast was also great! Two of our Young Eagles came out to help with parking and had a great time! We look forward to seeing them at future breakfasts. If you are interested in learning how to park airplanes and to help us out at our monthly pancake breakfasts, please let me know and I will make sure that we can help you learn the ropes at our next breakfast. Also, if you think some of your friends may be interested as well, feel free to invite them.

There is also additional news on next summer's Aviation Camps at EAA's headquarters in Oshkosh, Wisconsin. The chapter has approved sending two young eagles to Air Academy this summer. We have reserved a spot in the second session of the advanced camp (ages 16-18, August 2-10) and will be reserving a spot in one of the younger camps within the first few months of the new year. You can learn more about the camps at <http://www.youneagles.org/programs/airacademy/>. Please let me know if you would be interested in being a candidate for one of the spots.

I hope to see everyone at our December breakfast! (Note, the breakfast is on Sat, December 15th).

Thoughts:

Jamie Dodson - EAA # 1025923

We occasionally experience loss of airspeed due to icing/moisture in the DC-8 during research flights. The autopilot doesn't trip and the airplane doesn't fall out of the sky. Funny how the word ominous and advanced aircraft design are used in the same article. The cure for ominous is very simple...it's just that there is a complicated bureaucracy that doesn't recognize the possible relationship between simple solution and complex design.
MP

Interesting and ominous observations: [from "Flight Safety Information" bulletin]

Industry analysts estimated last week that in the next 20 years, the airlines are going to need 466,000 new pilots. When I said to an airline pilot friend that such a job market would make it easy for his son to follow in his footsteps, he smiled. "I think he wants a flying job instead," he replied. I noted that this sounded odd coming from a fellow who just flew a planeload of passengers back from overseas. "I didn't fly," he replied. "The computer flew. I sat in the front office, monitoring systems." "Who flies better," I asked, "you or the computer?"

"Oh, the computer," he replied. "No contest, as long as things function. When they stop functioning, it's a different story. Then the computer quits, and I go to work. Provided I still remember how."

The dilemma isn't new, but it's being discussed more and more frequently. Pilots don't fly enough. They get rusty, and when they really need to call upon their flying muscles, they find them either atrophied or insufficiently developed in the first place. The symbol of the problem has become Air France's Flight 447, an Airbus dropped by its pilots into the ocean three years ago, according to a French inquiry's final report released last month.

When a faulty speed sensor made the autopilot quit, two co-pilots on the flight deck would have needed to hand-fly their Airbus 330, established in cruise at 35,000 feet over the Atlantic, until the captain, who was taking his scheduled nap, returned to the cockpit. Their task was to fly straight and level for two or three minutes on instruments, with no visual reference to the horizon, without reliable airspeed indication, in light turbulence. They couldn't do it. By the time the captain came back, the Airbus had stopped flying and was about a minute from contacting the water.

In 1915, Arthur Roy Brown, the flying ace credited with bringing down Manfred von Richthofen, the Red Baron, had his pilot's license issued with six hours of flight time. By comparison, even the least experienced pilot on AF447 had 2,800 hours in his logbook. It isn't that today's pilots train fewer hours; it's that the study of increasingly complex systems and regulations compete for time and emphasis with flying skills. Airmanship and command authority are being boxed in by petty rules, for the comfort of lawyers and bureaucrats rather than to enhance operational efficiency and flight safety.

Before leaving the flight deck for his scheduled rest, the captain of Air France's ill-fated Flight 447 was obliged, as part of his briefing, to ask his relief pilot if he had a commercial pilot's license. Why would anyone weigh down the captain's workload with such a query? Would an unlicensed impostor say to the captain: "Crikey, skipper, I didn't know you needed a license for this gig" or would he just lie and say: "Yes, sir."

The crew whose fate it was to be flying Flight 447 had the necessary qualifications. The problem was that they had them in their wallets, rather than in their heads. Qualifications in wallets satisfy bureaucracies, but only qualifications in heads ensure the safety of a flight.

It was a "Thales"-type speed sensor that iced up as the Airbus was skirting a thunderstorm high above the South Atlantic. Air France, aware of the limitations of the device, had just begun to replace the \$3,500 units. It hadn't gotten around to changing it in the ill-fated airplane before it departed Rio de Janeiro for Paris on the night of June 1, 2009. Grounding the entire Airbus fleet until all units were replaced may have cost only a fraction of what the accident, investigation and lawsuits will end up costing Air France, to say nothing of the tragic loss of 228 lives. Some analysts argue, though, that turning all potential flaws into mandatory "no go" items would make air transportation unaffordable. The "Thales" sensors were more susceptible to icing than other designs, but they didn't all ice up, and the planes carrying those that did remained flyable and were landed safely by their Air France crews. So were two other Airbus 330s belonging to Paris-based Air Caraïbes Atlantique. Only Flight 447 fell into the ocean. One disaster is one too many, of course, but it was no more an inevitable consequence than it would be for a blown tire to flip a car.

Airspeed is crucial to flight. Too fast and the plane can break up; too slow and it can fall

out of the sky. When airspeed indicators become unreliable, the computerized systems - autopilot and auto-throttles - quit. On the Airbus, this is announced by the aural warning of a cavalry charge, the computer's way of calling the human pilot to the rescue.

Aviation is full of pithy sayings. One is that an airspeed sensor has no backup except airmanship. Losing airspeed readings can range from a non-event to a dire emergency depending on the pilot's skill and additional circumstances. The autopilot quitting on AF447, as it was designed to do after losing reliable airspeed indication, could and should have been a non-event. It left an airworthy aircraft flying straight and level in light turbulence. All Flight 447 needed was a pilot to fly it - or just let the plane fly itself, which is what planes trimmed for cruise flight tend to do in stable air, especially if their wings are kept level - but, as the cockpit voice recorder revealed, there were no pilots on the flight deck. There were two systems managers being confronted by a system that suddenly had become unmanageable.

Real pilots would have disregarded the rebellious computers going viral with flashing lights, cavalry charges, buzzers and bells, huffily announcing all the things they stopped doing for the humans aboard or required the humans to do for them. They would have let the computers crash and concentrated on flying the plane. The systems managers stopped flying and crashed with their computers.

This isn't how the French inquiry puts it, needless to say. I wouldn't put it this way in an inquiry myself. I'm exaggerating to make the point that our technology may be getting ahead of itself. If so, we may hire 466,000 systems managers of an unmanageable system in the next 20 years.

Next Generation of Pilots:

Hannah Brock - EAA # 1018039

This year we had the fly-in which was really, really fun. I would love to go to the Christmas party but I may not come maybe I will. Either way I love EAA190 so cool to be a member so fun having y'all there also by the way Merry Christmas. So happy Christmas is here love Moon Town Airport.

I remember getting to fly to Sevierville in May of this year. It was great to ride up there with Mr. Myers, and I just loved flying back to Huntsville. The museum was good too, they had many wonderful airplanes to look at, and some really cool helicopters.

I think it was August when we flew to Staggerwing museum. I remember the Starship there that was the coolest airplane I've ever seen. I wanted to thank Mr. Jacobs for letting Παπποδς and me fly there and back with him.

I remember in September we had the fly-in, it was fun. Also the day after the fly in somebody special died. Sniff-sniff. One of the Yaks that he died in was very special to me, it was my favorite one, and I was hoping to fly in it one day.

Well, it's December now and it's Christmas. I'm happy to sing Christmas Carols. I want to wish everybody a merry Christmas and a happy new year. I am looking forward to a good

time with everybody next year.

Projects Update:

Jim Harchanko
Bob Wilson

RV
Dragonfly

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

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

Calendar of Events:

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	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.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/
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Dec 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

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
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 - 1/3 Share Piper Warrior	Bryan Tauchen	256-852-7505
Aircraft -Jon Moore's	Contact Will Good	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