

 <p>EAA Chapter 190</p>	<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 Aaron Wypyszynski, Vice President Bryan Tauchen, Secretary Wes Conkle, Treasurer Jim Harchanko, WebMaster Bill Perry.</p> <p style="text-align: center;">http://eaa190.weebly.com/</p>	 <p style="text-align: right;">January 2014</p>
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Photo of the Month:



Andrea Atwood & Peter Knudtsen

Presidents Message:

Aaron Wypyszynski – EAA # 579057

This year sure is getting off to a cold start! The cold weather does make for some great aircraft performance though with density altitudes nearing -1000ft! The shorter days with clear calm nights have also made for some great night flying. With a little moonlight, nothing can beat a night flight out of Moontown with the lights of Huntsville appearing from behind the mountain as you climb out.

The cold weather is also a great time to stay inside and focus on building. My Buttercup project is quickly beginning to pick up steam! I am going to try starting a monthly workshop to have everyone over and learn about the current building skills that are required for the project. I am going to try Tuesday nights following the third Saturday at 6:30. If you would like to attend and there is a time/day that would work better, just let me know and I will see if I can adjust future dates. This month's workshop will focus on what has been done to prepare for the build and hopefully show how we are building the ribs (if the wood arrives, it was ordered this week!). If you are an experienced builder, please feel free to attend as well so that we can discuss the different methods everyone has taken for each phase the aircraft building process.

This month's Chapter Meeting will be at Chris Madsen's House to see his Sonex project. Chris is nearing completion on his plane (he just hung the engine on the fuselage). It will be a great chance to see a project as it is nearing completion and the finishing details that are required to complete that last 10% of a project (which seems to take 90% of the time!). Please RSVP if you plan to attend so that we know how many are coming and for directions.

I am also working on more tours and chapter events for the coming months. Two of the items currently in the works are a trip to the Huntsville Tower/Approach control facility and a Tour of the Aviation Challenge Facility at the Space and Rocket Center. If there are any other trips or activities you would like to see, just let me know!

Hope to see you at one of this month's activities!

Activity	Date	Time	Location	RSVP Contact
Chapter Meeting	Tuesday Jan 14 th	6:30	Chris Madsen's	Aaron.wypyszynski@gmail.com
Moontown Pancake Breakfast	Sat. Jan 18 th	8:00-9:30	Moontown FBO	N/A
Aarons Airplane Workshop	Tuesday Jan 21 st	6:30	Aaron Wyp's Workshop	Aaron.wypyszynski@gmail.com

Minutes of Last Meeting:

Wes Conkle – EAA # 633811

No meeting in December.

Treasurers Report:

Jim Harchanko – EAA # 541411

December Treasurers Report

Date	Ck #	Description	Deposit	Check	Balance
11/30/2009		Beginning Balance			\$22,395.94
12/02/2009	1096	EAA---2014 Chapter Insurance		\$345.00	\$22,050.94

12/03/2009	1097	J. Harchanko----Reimb for stamps		\$8.28	\$22,042.66
12/26/2009		Dues	\$15.00		\$22,057.66
12/30/2009		Ending Balance			\$22,057.66

2014 Chapter membership dues of \$15 are due.
The 2014 Renewal form is attached at the end of PROPWASH
Payment may be made at our chapter meeting or mail the amount to:
James Harchanko
9602 Todd Mill Rd.
Huntsville, AL 35803

Safety:

Wes Conkle – EAA # 633811

Young Eagles - Senior:

Aaron Wypyszynski – EAA # 579057

This time of year makes for some cold flying! Though with the cold weather, comes denser air and better aircraft performance. If you have a chance to go flying this winter, take note of how much faster the airplane takes off and climbs!

I will be starting building workshops for those interested in helping with the building of my Wittman Buttercup. The project is really picking up steam now, the first order for the wood to build the ribs was just ordered! Keep an eye out on the EAA190 Facebook page, EAA190.com, and the newsletter for when I will have the workshop open.

Also, I am working to organize a tour of the Aviation Challenge Camp at the Space and Rocket Center, tentatively scheduled for after our pancake breakfast in April. Aviation Challenge is the airplane equivalent to space camp where you get to live the life of a fighter pilot for a week! I attended aviation challenge twice as a teenager and still have great memories of the experience. This will be a great chance to see their F-18 simulators, Centrifuge, and several of the fighter jets they have on grounds. Look for more information next month!

As a reminder, we have a spot reserved at Air Academy for the first Advanced Camp (July 22-30th). If you are interested in being sponsored for our scholarship to the camp, come out to one of our chapter events and let us know!

Hope to see you soon!

Young Eagles - Junior:

Thoughts:

Jamie Dodson – EAA # 1025923

The following article was written by David Radcliffe and appeared in Jane's Defense Weekly, 6 March 2013. It asks why would anyone want to become a Fighter Pilot? You know things are bad when there are 50 unfilled pilot slots from the Air Force Academy.

Who wouldn't want to be a US Air Force fighter pilot?

The notion of being a fighter pilot has always been the stuff of childhood dreams, but within the USAF the appeal is fading, argues David Radcliffe.

Who wants to be a fighter pilot? If you asked the question 20 years ago, almost everyone would raise their hand, but today this is no longer the case.

The state of the US Air Force's (USAF's) fighter force and the morale of its airmen and women have been in a steady spiral of decline since Chief of Staff General Michael Moseley and Secretary of the Air Force Michael Wynne resigned at the behest of then Secretary of Defense Robert Gates in 2008.

So, who wouldn't want to be a fighter pilot? Apparently at least 900 people as judged by the current training and retention shortage within the air force. The problem is so severe that there are currently 50 open pilot slots at the Air Force Academy and the USAF's flying training syllabus is being cut by 18% to expedite candidates through the system. Further compounding this is the fact that just 45% of academy students are pilot qualified, down from the previous low of 70%.

While the USAF is not feeding the pipeline with enough new pilots, an even worse problem exists in that the service has fighter pilots leaving in large numbers, either exiting active-duty posts for the Air National Guard (ANG) or Reserves or just getting out completely. Many fighter pilots opt out of the cockpit role due to back-to-back operational cycles and are actually asking for a staff job to build résumés for their next career. There are currently 100 Air Mobility Command pilots in fighter staff jobs due to the shortage of qualified fighter pilots to fill these posts.

'Pilots are getting little flying time This is not what they signed up for'

Indeed, more than 50% of US pilot training candidates do not want fighter assignments; they want transport or cargo assignments to prepare them for a career in the airlines. There is a definite shift away from anything that has long-service commitments, demanding training, or regular deployments. This is made even worse by the airlines facing the "most acute short-age of pilots since the 1960s", as recently reported in the Wall Street Journal. A high-ranking friend of mine recently told me this situation is now "scary".

That the Federal Aviation Administration is considering a rule allowing commercial pilots at 1,500 hours flight time but military pilots at 750 hours only exacerbates the problem.

So why are trainee pilots shunning the fast jet community? The post-2008 ‘Qweep’, or career-broadening requirements, are a huge cause. This requires pilots to get their master’s degree, have community involvement, etc, on top of deployment, training, and platform-centric requirements. The USAF has even instituted the Director of Operations Screening Boards and openly says that those not being promoted early are not considered for further enhancement. Thus, in the active-duty air force career broadening needs to be complete in order to compete. Those not selected are, in many cases, simply headed in the direction of the ANG or out of the active-duty air force between the 8- to 11-year mark. A friend of mine in the ANG calls active-duty career broadening the best recruiting tool he has to get pilots to join the guard, as the premium is placed on that and not how capable and proficient the pilot is.

A recent deployment had one fighter squadron augmenting another with 10 pilots. It is hard to believe that one squadron could be that many pilots short. The augmenting squadron had just returned from its own deployment and one of the three pilots who spoke to me said that he is to leave as soon as possible and that the fighter community is a mess. Pilots are getting little flying time: eight to nine sorties a month, although in Europe, with poor weather and no ranges, it is down to two to three sorties with four to five simulator rides. This is not what they signed up for. This low flight time and the impacts of sequestration, which could further cut flight hours and training, could put the force at risk and contribute to future incidents similar to the Aviano Air Base F-16 crash on 28 January that resulted in the death of the pilot.

So what has happened to every kid’s dream job? No matter what anyone says about the new career-broadening activities and other such ‘opportunities’, the fact is that the trend as it relates to pilot retention is headed the wrong way. Even the ‘Home Of The Fighter Pilot’ sign on the front gate at Nellis Air Force Base has been removed, damaging pilot morale even further.

The job of the fighter pilot is to defend the country, and it is not clear how that mission is being served by the current situation. As long as we have a volunteer force, the feelings of those volunteers matter. The USAF’s greatest strength is its people. Many nations have the same or newer variants of the aircraft flown by the United States, but none can come close to employing them in the same integrated manner. It is time to take care of our greatest resource and to address its concerns and needs.

David Radcliffe is an Air Power Advocate with the Air Force Association and a member of the Nellis Support Team: a non-profit organization formed and organized to support Nellis and Creech Air Force Base personnel, activities and operations.

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

Happy New Year!

It’s New Year and I thought it is like new everything so I thought I would mention things that maybe we can do this year. I would like to take more trips! Maybe the Band would consider adding new foods to the breakfast, like bacon.

I am looking forward to going to some of the building projects at Mr. Wypyszynski’s house and learn a little about how to build an airplane. I was thinking about the September Open

House, but I think it's great as it is. The night before the Open House when we campout I hope we can have a bonfire by the tent. I want to learn more about the plane and more about how to fly it and learn more of the math.

I remember when we went to Sevierville, doing the weight ad balance with Παππους, that was interesting, and not too hard the way he explained it but I don't think I could do it by myself yet.

Projects Update:

Jim Harchanko

RV

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

Bob Wilson

Dragonfly

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

Calendar of Events:

Jan 14	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Jan 18	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 11	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Feb 15	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 11	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Mar 15	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 1-6	SUN 'n FUN	http://sun-n-fun.org/
Apr 15	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Apr 19	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 13	1800hrs Chapter Meeting	http://eaa190.weebly.com/
May 17	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jun 10	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Jun 14	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 15	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Jul 19	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 22-30	Air Academy - Advanced Camp	
Jul 28 – Aug 3	Oshkosh	http://www.airventure.org/

Aug 12	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Aug 16	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sep 16	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Sep 20	Experimental Aircraft Association Annual Open House, Sponsored by EAA Chapter 190 At Moontown Airport	http://eaa190.weebly.com/
Oct 14	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Oct 18	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Oct 24-26	SERFI	http://serfi.org/
Nov 11	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Nov 15	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 16	1800hrs Chapter Meeting & Christmas Party	http://eaa190.weebly.com/
Dec 20	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

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Jan 13	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Jan 17	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 17	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Feb 21	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Mar 17	1800hrs Chapter Meeting	http://eaa190.weebly.com/
Mar 21	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
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May 12	1800hrs Chapter Meeting	http://eaa190.weebly.com/
May 16	0730hrs Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Ports of Call:

Lawrenceville, GA	LZW	EAA 690	1 st Saturday
Rome, GA	RMG	EAA 709	1 st Saturday
Winchester, TN	BGF	EAA 699	1 st Saturday
Gallatin, TN	M33	EAA 1343	2 nd Saturday
Guntersville, AL	8A1	EAA 683	2 nd Saturday
Murfreesboro, TN	MBT	EAA 419	2 nd Saturday
Huntsville, AL	3M5	EAA 190	3 rd Saturday
Shelbyville	SYI	EAA 1326	4 th Saturday
Decatur, AL	DCU	EAA 941	5 th Saturday
Fort Payne, AL	4A9	EAA 890	5 th Saturday

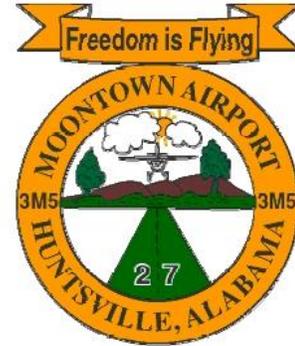
Members Network:

. 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	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



**EAA Chapter 190
Membership Data Form
For The Year 2014**



We invite you to join your fellow aviator enthusiast in advancing the spirit of flight. We support the local community through public displays and fly-ins, our kids through the Young Eagles Program, and aircraft builders and pilots through highly interactive exchanges. We want to thank all of you who have supported our Chapter over the years and would appreciate your continued support.

Per our Chapter By-laws, membership dues for the calendar year are due in January. New members joining during the year may prorate the annual dues (\$15) for the remaining number of months in the calendar year. Full privileges require National EAA membership. Applications for EAA National can be completed on-line at www.eaa.org. For current and new members, **please update our database each year by filling out the membership form below and send it, along with your check for \$15.00 (payable to EAA Chapter 190), to our Treasurer:**

Jim Harchanko
9602 Todd Mill Rd
Huntsville, AL 35803

For questions, call (C) 256-656-3207, or harchanko1@att.net.

NEEDED

Name: _____

Home Address: _____

City / State / Zip: _____

Phone: _____ Home Email Address: _____

EAA Member Number: _____ Expiration: _____

NICE TO KNOW, BUT OPTIONAL

Work Name / Address: _____

City / State / Zip: _____

Work Phone: _____ Work E-mail Address: _____

Do You Have an Airplane / Project? Model / Year / How Far Complete / Comments? _____

What Would You Like EAA 190 To Do This Year? _____

Application for membership brings with it a degree of commitment of your time toward the betterment of sport aviation and the Chapter. Be prepared to help. Thank you!