

	<h1 style="color: green; 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>EAA Chapter 190</p>	<p style="text-align: center;"><a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a></p>	<p style="text-align: right;">March 2014</p>

## Photo of the Month:



Early Morning at the Moontown EAA 190 Breakfast on a 3<sup>rd</sup> Saturday

## Presidents Message:

Aaron Wypyszynski – EAA # 579057

Spring is starting to show and the warm days have made for some great flying.

The next few months will be very busy for the chapter! We will have our Monthly Chapter Meeting at Moontown FBO this month. The discussions will continue on hosting the EAA Ford TriMotor in May. As well as planning upcoming chapter activities.

This weekend is the Women in Aviation Event at Madison County Airport, presented by FlyQuest. There will be several speakers and chapter members will be giving Young Eagle flights. Feel free to come by and check it out!

I will continue hosting the airplane workshop every month on the Wednesday after the pancake breakfast. The wing ribs are almost done and the Spars and wingtip material are on their way! This month will focus on finishing the ribs and prepping the spar. NOTE: The workshop may be canceled if the baby arrives early. Next month's workshop will be at Dave's workshop in Madison to see his Bearhawk Patrol project. Dave is also working on his wings, though he is quite a bit further along.

In April, we will be having the tour of the Aviation Challenge Facilities followed by visiting the Space and Rocket Center. We will get an overview of the Aviation Challenge programs, get to see their simulators, centrifuge, parachute tower/zip line, and the numerous fighter jets that they have on the ground. The event will be focused on Young Eagles but all are welcome. For those that are interested we can then head over to the Space and Rocket Center. NOTE: You, one adult, and two kids can get into the Space and Rocket Center FREE with your EAA membership Card!

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

On a side note, my wife and I are expecting our first child the end of this month. As I do not expect to get much sleep next month, I may not make many of the events and I apologize if it takes me a while to respond to emails.

Activity	Date	Time	Location	RSVP Contact
Women in Aviation (YE Flights)	Sat. Mar 8 <sup>th</sup>	10-2	MDQ	
Chapter Meeting	Tues. Mar 11 <sup>th</sup>	6:30	3M5 FBO	N/A <a href="mailto:Aaron.wypyszynski@gmail.com">mailto:Aaron.wypyszynski@gmail.com</a>
Moontown Pancake Breakfast	Sat. Mar 15 <sup>th</sup>	8-9:30	3M5 FBO	N/A
Aarons Airplane Workshop	Wed Mar 19 <sup>th</sup>	6:30	Aaron Wyp's Workshop	Aaron.wypyszynski@gmail.com
Aviation Challenge Tour	Sat Apr 19 <sup>th</sup>	12-2	Space and Rocket Center	

## Minutes of Last Meeting:

Wes Conkle – EAA # 633811

### EAA Chapter 190 February Meeting 11 February 2014

#### 1835 – Meeting Called to Order

#### Attended:

Wes Conkle  
 Jamie Dodson  
 Aaron Wypyszynski  
 Charles Cozelos

Marty Sullivan  
 Andrea Atwood  
 Jim Harchanko  
 Bob Friend

Sam Henderson  
 Meg Krampf  
 Michael Dunning

### **Items for Discussion –**

- Aaron passed around an example wing rib from his Buttercup project.
- Charles would like to suggest some changes for the EAA 190 website: The membership page should show term dates for the BOD and Chapter Officers. Bill Perry runs the website.
- Board of Directors: Jaime and Bob have terms that expired. The Chapter was supposed to elect new members to replace them. Candidates for the new two year terms include Michael Dunning and Jamie Dodson. The Chapter voted to elect both candidates to the Board. The current board of Directors will now include Andrea Atwood, Michael Dunning, Lee Adcox and Jaime Dodson. Andrea and Lee have one year remaining (until November 2014).
- Ford Tri Motor visit – Aaron has been working with National about visit dates. The dates are up in the air. Possible dates include May 15 out to the end of the month (four day event). National is sending sponsorship information to Aaron. Aaron would like to also host Young Eagle flights at the same time. The Chapter would require two Chapter members to help with guest flight registration. Madison County Executive has offered use of their hangar for the Tri Motor. Charles will be the Sub Committee Chairman for the potential Ford Tri Motor visit.

**Young Eagles** – Aaron’s aircraft is down for maintenance. YE Pilots will be needed this weekend. YE funds from National have arrived but are less than previous years due mainly to low attendance at monthly breakfasts and the Annual event. We may be able to support YE flights during the Women in Aviation event on March 8<sup>th</sup> at KMDQ.

**Workshop** – Aaron’s homebuilding workshop will be monthly on Wednesday the week after the Meeting. See the calendar for info. All hands are invited to come and help build ribs.

### **Tours / Presentations –**

- Aviation Challenge tour will be following the April Moontown breakfast.
- Wes has been unable to contact Aerocrafters of Alabama, this one may not work.
- Control Tower tour: Don Schrader is no longer the KHSV but Aaron is working with him to arrange tour at KHSV or possibly even KBHM (Birmingham).
- We are going to set up another date to look at David Edgemon’s project, possibly in April.

**Treasurer’s Report** – Jim has collected about a third of the chapter member dues. Please mail your dues to Jim if you have not already.

**1920 Meeting is adjourned.**

# Treasurers Report:

Jim Harchanko – EAA # 541411

## February Treasurers Report

Date	Ck #	Description	Deposit	Check	Balance
02/01/2014		Beginning Balance			22,268.25
02/28/2014		Breakfast---0; Dues---45	45.00		22,313.25
02/28/2014		Ending Balance			22,313.25

**2014 Chapter membership dues of \$15 are due. 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

Applications for sponsorship to this year’s **Air Academy** are now available. The *due date for applications is March 15<sup>th</sup> at noon* (our next pancake breakfast. The camp is July 22-30<sup>th</sup> at Oshkosh. If you are interested in being sponsored for our scholarship to the camp, please let me know!

The Aviation Challenge Tour has been confirmed for Saturday April 19<sup>th</sup> following the pancake breakfast. 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. Following the tour we will be visiting the Space and Rocket Center. Note that all Young Eagles that have a FREE EAA Student Membership can also get into the Space and Rocket Center for FREE!

Hope to see you soon!

# Young Eagles - Junior:

# Thoughts:

Jamie Dodson – EAA # 1025923

U-2 MEMORIES

Retired Air Force major recalls high-altitude danger on secret missions at the height of the Cold War

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BY MARK MUCKENFUSS  
STAFF WRITER [mmuckenfuss@pe.com](mailto:mmuckenfuss@pe.com)



Cliff Beeler was a spy.

He didn't hang out on shadowy street corners with his trench coat collar obscuring his face. The Air Force major, now retired, spent his snooping time in a plane.

Beeler, 88, of Riverside, was a U-2 pilot at the height of the Cold War.

His missions took him over Russia, Cuba and China, photographing targets from nearly 80,000 feet in the sky.

His planes crashed more than once. He was occasionally targeted by MiG fighters, and he once landed on and took off from an aircraft carrier in the Pacific using only a few feet of the deck.



Beeler, who grew up in Santa Ana and spent most of his retirement in Santa Barbara, is a resident of Air Force Village West, near March Air Reserve Base. Recent back surgery has left him reliant on a walker, but his memories are as vibrant as ever.

He remembers enlisting at 19, learning to fly a P-51 fighter and being on his way to Saipan to get ready for the invasion of Japan. Then the United States dropped its atomic bombs on Hiroshima and Nagasaki.

The war was over, and Beeler was sent home. Unlike many of his fellow pilots who left the service,





Beeler stayed in. He learned to fly the Air Force's first jets and then trained others to fly them.

Then the U-2 program caught his eye. "I wanted to fly the latest," he said.

There were never more than 24 pilots in the program, he said. In 1958, he entered the program. He spent seven years flying missions high above the Earth — out of the range of other planes and most other defenses — in the long-winged, lightweight plane.

It was not an easy task, he said.

As a plane climbs in altitude and the air thins, it must go faster to avoid a stall. The higher it climbs, the faster it needs to fly. Above 70,000 feet, the critical stall speed approaches the plane's Mach speed, or the speed of sound

— somewhere above 650 mph at that altitude. If that barrier is crossed, the shock waves can break the plane apart. U-2 pilots usually had a window of less than 12 mph between the two speeds. They had to keep the plane within that window for hours at a time.

### CLOSE CALLS

Beeler learned the hard way what it meant to violate that window. He was above Louisiana on a night flight when he reached Mach speed.

"It tore the tail off," he said. "The plane flipped over, and that tore the wing off."

The plane fell apart, he said, and at 78,000 feet, "I'm out in space. That's a long way down."

Fortunately, he was in a pressure suit with oxygen and had a parachute. After a long freefall, he opened his chute and found himself floating toward the ground. To his right, he could see lights on the ground. To his left, the same. But beneath him, all was black.

He remembered he was over Louisiana

"I said, 'That looks like a swamp.' "

It was.

"I landed in a big cypress tree," he said. "My chute got caught and swung me into the trunk."

Telling the story, Beeler reached down toward his calf, "I always kept a doublebladed knife in my pocket," he said. He was able to cut himself free of the parachute and use the ties to lash himself to the tree.

He took off his helmet and dropped it into the darkness below. There was a distant splash.

"All I could think about was alligators and cottonmouths in the swamp," he said.

Lucky for Beeler, the breakup of his plane had been spotted on radar. Within an hour and a half a rescue helicopter was overhead.

Another close call came over Cuba.

Beeler said MiG jets would fly beneath the U-2 planes, at about 50,000 feet. The fighter pilots would sometimes attempt to reach the spy planes by turning on their afterburners and flying straight up, higher than the MiGs were capable of operating effectively.

A Cuban pilot's effort was particularly memorable, Beeler said.

"I look back and there's this MiG tumbling about 50 feet off my wing," he said. The plane was so close that he could see the pilot's face.

Remembering, Beeler turned his hand cockeyed in front of his face. "His goggles were like this and his face was ..." The sentence ends in a grimace, Beeler's eyes and mouth wide. "He was sure scared up there."

Beeler took the U-2 on numerous missions over Cuba, providing information on the country's armaments and the strength of its air force. Images from U-2 flights, he said, showed that Castro had only a few dozen bombers instead of the more than 400 he had claimed.

At one point, Beeler said, President John F. Kennedy stopped by the U-2 headquarters in Del Rio, Texas, to talk to the pilots.

"He said, 'You guys gave me information that prevented World War III at least twice,' " Beeler said.

### **AMAZING IMAGES**

Sometimes the U-2's highresolution, long-range camera captured images that had nothing to do with national security.

During one Cuban mission, Beeler spent some time following the coastline. Afterward, he was called into the lab by the man in charge of analyzing the film.

"He showed me a picture of this Cuban gal sunbathing nude on the beach," Beeler said. "It was so clear I could see she had blue eyes. (The analyst) said, 'The only film these guys want to work with is your film.' "

Returning from another mission, he took some images over San Diego. Later, he was shown a photo of a man sitting in his backyard reading the paper.

"I could read the headline on the newspaper," he said.

Beeler is semi-famous among pilots for landing his U-2 on an aircraft carrier. The landing followed a mission over northeast Russia. The U-2's 80-foot wingspan meant it could only go a short distance before it collided with the superstructure of the ship. Because of the ship's speed and a headwind, Beeler said he was able to touch down and come to a stop in about five feet.

"When I came aboard they had a ceremony welcoming the Air Force into the Navy. I said, 'I don't have much I like about the Navy except one thing,' " he said. That one thing was the Navy pilots' leather jackets. Before he left the ship the following day, the captain had given him one.

It lasted.

"I gave it to my son last week," he said.

### **AFTER THE U-2**

Among the military photos and plaques on the wall of his room is a framed row of medals from his service, including the Distinguished Service Cross.

He points to the photo of one plane, a B-46.

"It was the God-almighty bomber," he said. But he declined a chance to fly those planes.

"I didn't like the mission," he said. "Go out and drop bombs. I wanted to shoot things up."

After he left the service, in 1965, Beeler said he worked on the Apollo 5 program for three years. He was in charge of purchasing the equipment for the swing arm on the launch tower, he said.

He spent the next 25 years selling airplanes. He had his own dealership in the Santa Barbara area.

When his wife, Mary, developed Alzheimer's disease, he retired to take care of her. After five years, he felt he needed help, so he moved with her to Air Force Village West, which has a nursing home on its campus.

"She lasted 11 days after I brought her here," Beeler said. "I guess I kept her about as long as I could."

The couple, who were married for 65 years, had two sons. The elder son lives in Corona and comes to see him most days, Beeler said.

For Veterans Day, he said, he doesn't have any big plans.

"I'll probably sleep late," he said.

## Next Generation of Pilots:

Hannah Brock – EAA # 1018039

It seems like winter has lasted forever. I can't remember the last time I got to fly at the breakfast. Winter can be fun, but I'm ready for spring. The weather should be better and I can go flying again. We are going to take some trips this year and do a lot of things in the chapter.

I have heard that a TriMotor is coming here this spring. It reminds me the planes I've gotten to see as a member of the chapter. I've been in a B-17, DC-3, Beech Starship, and a lot of little planes. I've gotten to go so many places in a plane, like Sevierville, Birmingham, and Chattanooga.

See, being around planes and the EAA chapter is a lot of fun, but it has been too long since we've been able to have fun. I hope this month we will get to do some more stuff and I can tell you about it next month. I hope to see you at breakfast.

## Projects Update:

Jim Harchanko

RV

[www.flickr.com/photos/rvflyer03/sets/](http://www.flickr.com/photos/rvflyer03/sets/)

Bob Wilson

Dragonfly

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

## Calendar of Events:

Mar 8	1000hrs	Women In Aviation	MDQ
Mar 11	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 15	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 19	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Apr 1-6		SUN 'n FUN	<a href="http://sun-n-fun.org/">http://sun-n-fun.org/</a>
Apr 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

Apr 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 19	1100hrs	Aviation Challenge Tour	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 23	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
May 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 17	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 21	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
May 22-26		<b>Ford TriMotor at MDQ</b>	<a href="http://www.flytheford.org/">http://www.flytheford.org/</a>
Jun 10	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jun 14	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jun 18	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Jul 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 19	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 22-30		<b>Air Academy</b> - Advanced Camp	
Jul 23	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Jul 28 – Aug 3		<b>Oshkosh</b>	<a href="http://www.airventure.org/">http://www.airventure.org/</a>
Aug 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Aug 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Aug 20	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Sep 16	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sep 20		<b>Experimental Aircraft Association Annual Open House, Sponsored by EAA Chapter 190 At Moontown Airport</b>	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sep 24	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Oct 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 22	1830hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>

Oct 24-26	<b>SERFI</b>	<a href="http://serfi.org/">http://serfi.org/</a>
Nov 11	1800hrs Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 15	0730hrs Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 19	1830hrs Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Dec 16	1800hrs Chapter Meeting & <b>Christmas Party</b>	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 20	0730hrs Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 24	1830hrs Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>

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Jan 17	0730hrs Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 21	1830hrs Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Feb 17	1800hrs Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 21	0730hrs Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Feb 25	1830hrs Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Mar 17	1800hrs Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Mar 21	0730hrs Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
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May 20	1830hrs Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>

## Ports of Call:

Lawrenceville, GA	LZW	EAA 690	1 <sup>st</sup> Saturday
Rome, GA	RMG	EAA 709	1 <sup>st</sup> Saturday
Winchester, TN	BGF	EAA 699	1 <sup>st</sup> Saturday
Gallatin, TN	M33	EAA 1343	2 <sup>nd</sup> Saturday
Guntersville, AL	8A1	EAA 683	2 <sup>nd</sup> Saturday
Murfreesboro, TN	MBT	EAA 419	2 <sup>nd</sup> Saturday
Huntsville, AL	3M5	EAA 190	3 <sup>rd</sup> Saturday
Shelbyville, TN	SYI	EAA 1326	4 <sup>th</sup> Saturday
Decatur, AL	DCU	EAA 941	5 <sup>th</sup> Saturday
Fort Payne, AL	4A9	EAA 890	5 <sup>th</sup> 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	<a href="http://www.nickgrantadventures.com">http://www.nickgrantadventures.com</a>	
Pressure Cleaning	ReNew-it Pressure Cleaning	256-682-0251