

	<h1 style="color: green;">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 Bob Spee.</p>	
EAA Chapter 190	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>	June 2014

## Photo of the Month:



**Jim Harchanko – Right Seat – EAA’s Ford Tri-Motor**

## Presidents Message:

Aaron Wypyszynski – EAA # 579057

Last month was quite the busy month!!! Thank you to everyone who helped with the TriMotor event. I believe there were on the order of 28 flights over the weekend with about 6-7 passengers per flight. Nearly 200 people got the chance to experience the TriMotor, not including all the volunteers who each got a few flights. Some members even got some stick time, or should I say wheel time. The chapter also made several new friends, both individuals that came out to experience the event and the TriMotor crew. Our pilot Larry and his wife Elsa were amazing and it was great hearing all their stories.

They hope to come by again some time when things are not quite as busy so that they can hang out and enjoy Moontown (Larry was chomping at the bit to land the TriMotor at Moontown but insurance would not let him).

Now it is time to shift gears and start planning for the annual fly-in/open house. We will devote some time at each of the next few meetings to planning. We are looking for new ideas of things to do to draw in more pilots. If you have any ideas, Let us know!

Also, I hope to start bring more homebuilding activities to the chapter events, working on more workshops and hopefully having a small segment at each chapter meeting on homebuilding. One of the biggest things I have heard from prospective members is they wish the chapter was doing more building. There is a significant amount of building going on in the chapter and I would like to start bring and sharing some of those activities to our chapter meetings. Let me know if you are interested in giving a presentation on what you are currently working on for your project.

Hope to see you at this month's events!

Activity	Date	Time	Location	RSVP Contact
Chapter Meeting	Tues. June 17 <sup>th</sup>	6:30	Moontown FBO	N/A <a href="mailto:Aaron.wypyszynski@gmail.com">mailto:Aaron.wypyszynski@gmail.com</a>
Moontown Pancake Breakfast	Sat June 21 <sup>st</sup>	8-9:30	Moontown FBO	N/A

## Minutes of Last Meeting:

Wes Conkle – EAA # 633811

### EAA Chapter 190 March Meeting 13 May 2014

#### 1835 – Meeting Called to Order

##### **Attended:**

Wes Conkle  
 Jamie Dodson  
 Charles Cozelos  
 Andrea Atwood  
 Jim Harchanko  
 Geoffrey Jeram  
 Michael Dunning  
 George Martin

Bryan Tauchen  
 Bob Friend  
 Todd Brooks

##### Guests:

Brian Pappas  
 Andrew Wayne  
 Darwin Baker

**Items for Discussion** – No old news to discuss. Jaime Dodson submitted Geordie's Lionheart to Aviation Geeksfor the Plane of the Week podcast.

**Ford Tri Motor visit** – The Trimotor visit is this month. Charles (sub-committee chairman) led a discussion of last minute preps. Aaron has arranged for a van for the crew, provided by Woody Anderson Ford. Executive Flight Center has offered to discount fuel for the Trimotor. We need to provide a press release to WZYP.

**September Event** - Charles reminds us to continuously update the Operations Manual.

**Young Eagles** – The Women in Aviation event was a success, with 38 YE flown. Flyquest’s Mark Spencer also flew Young Eagles for our chapter, using his Diamond DA40. Todd Brooks gave a small presentation about the Sporty’s video ground school that is offered to YE who have flown. We are considering playing the video during YE events in the Moontown Lounge.

**Workshop** – Aaron’s homebuilding workshop will be monthly on Wednesday the week after the Meeting. Aaron is currently working on building the fuel tanks for his Buttercup project. <http://buildlog4apexaviation.wordpress.com/>

**Tours / Presentations** – We are still working on tower tours at KBHM and KHSV.

**Treasurer’s Report** – As seen in the last chapter Newsletter.

1920 Meeting is adjourned.

**Treasurers Report:**

Jim Harchanko – EAA # 541411

**May Treasurers Report**

<u>Date</u>	<u>Ck #</u>	<u>Description</u>	<u>Deposit</u>	<u>Check</u>	<u>Balance</u>
05/01/2014		Beginning Balance			22,953.25
05/05/2014	1100	J. Harchanko----Reimb for propane 20 lbs		15.77	22,937.48
05/26/2014	1101	EAA Air Academy (for Nancy Kingston Hall)		855.00	22,082.48
05/27/2014		Dues---65 (Smiths, Jeram, Brooks, Andrew); Tri-motor---100 (H. Brock)	165.00		22,247.48
05/30/2014		Ending Balance			<u>22,247.48</u>

**Safety:**

Wes Conkle – EAA # 633811

## Young Eagles - Senior:

Aaron Wypyszynski – EAA # 579057

There have been some great opportunities for Young Eagles thanks to EAA national. Several new scholarships have come out in the past few months that are only open to Young Eagles. At least 3 have come out in the last two months that offer full flight training scholarships. The latest one is from GoPro, providing cameras to document the entire experience. There are not very many applicants so chances of getting a scholarship are very high! More information can be found at:

<http://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/ea-aviation-scholarships/ea-flight-training-scholarships>

## Young Eagles - Junior:

### Thoughts:

Jamie Dodson – EAA # 1025923

Drones Replace 'The Right Stuff'  
Washington Times  
April 10, 2013 Pg. 1

Fighter pilots make way for remote warfare  
By Rowan Scarborough, The Washington Times

A key symbol of the jet fighter culture vanished in 2011 from Nevada's Nellis Air Force Base, the hub of air-war strategy and tactics, when senior Air Force officials ordered the "Home of the Fighter Pilot" sign to be taken down to be more welcoming for drone operators.

"It wasn't inclusive enough for the large mission at Nellis," a spokesman for U.S. Air Combat Command, which oversees the service's arsenal of bombers and jet fighters, told The Washington Times.

The vacant space is now a symbol of the fighters and bombers giving ground to remotely piloted aircraft, whose operators at Nellis control drones flying surveillance and hunt-and-kill missions thousands of miles away.

Since a high point in 1991 with the historic Desert Storm strikes on Iraq, the Air Force fighter colony has grown smaller, with fewer flying hours and declining readiness rates. A flier shortage has necessitated that a squadron readying for deployment "borrow" pilots from a returning unit.

One man trying to bring public attention to the decline is neither a fighter jock nor government watchdog. He is a real estate salesman in Las Vegas, about half-dozen miles from Nellis, whose avocation is to play booster for the men and women who operate F-16 Falcons, F-15 Eagles and other jet fighters.

"I'm just a civilian. I've not been in the military before," David Radcliffe, a member of the nonprofit Nellis Support Team, told The Times. "But it's just the elephant in the room, quite frankly. It's not being talked about as a serious issue."

'The appeal is fading'

A former Las Vegas police officer, Mr. Radcliffe said he has established contacts with several fliers. He knows of pilots who fly only twice a month, a rate that makes it difficult to maintain skills for operating a supersonic jet.

A cutback in flying hours has gone on for some time, since before automatic "sequestration" budget cuts began March 1 and ushered in a whole new set of flying restrictions.

"These are perishable skills," he said. "You just can't do it twice a month and call it good. I just want to keep those kids from being killed and our Air Force as capable as it can be. Sequestration can easily hollow it out."

Mr. Radcliffe decided last winter to take his boosterism up a notch. He wrote a column for the British publication Jane's Defense Weekly, arguing: "The notion of being a fighter pilot has always been the stuff of childhood dreams, but within the USAF, the appeal is fading."

Relying on his sources, he wrote of a declining interest by cadets at the Air Force Academy in trying out to be fighter pilots. More want to go the cargo plane route, an avenue toward a civilian job as an airline pilot.

"Pilots are getting little flying time," Mr. Radcliffe wrote. "This is not what they signed up for."

The Times showed the article to two retired Air Force generals with many fighter flying hours to their credit. Both endorsed its general accuracy.

Confirmation on some points also came from an active-duty fighter pilot - Gen. Mark A. Welsh III, who just happens to be the Air Force chief of staff.

"Decreasing force structure, increasing ops tempo after [the Sept. 11, 2001, attacks] combined to create a readiness problem that started to really show itself in about 2003, and our readiness statistics have been declining steadily ever since," Gen. Welsh said in January.

He said full-bore fighter training has been pushed "onto the back burner in order to take care of the current fight. That's had an impact on us."

In response to questions from The Times, Air Combat Command, with headquarters at Langley, Va., said its 3,250 active-duty fighter pilots are 200 short of what is needed "to meet operational and staff requirements."

"The Air Force has been at a very high operational tempo for more than a decade," the command said. "This high ops tempo has fallen on a shrinking number of active-duty airmen as the force has been reduced."

It has cut flying hours by 30 percent since 2006 up until Tuesday, when the numbers further worsened. The air command said it would start shutting down or curtailing operations for one-third of its combat units in order to funnel flying-hours funding to those getting ready to deploy.

Idle time of three months generally leaves a unit unable to mobilize as mission-ready, meaning that a large portion of combat airplanes might not be able to respond immediately to a crisis.

#### A force in transition

More and more, the Air Force is turning to the Air Guard and reserve units to go to war. The fighter community today totals 330,000, less than half the number in 1980, and is a mix of active-duty and reserve personnel.

The reserve backstop will work only if pilots leaving the active force continue to joint reserve units. The service has relied on reserve squadrons to volunteer to deploy to take pressure off active units going multiple times to Iraq and Afghanistan.

If they stop, "that will hurt the air reserve component because they're not going to get the flow of experienced folks they need to sustain operations with minimal training overhead," the Air Combat Command told The Times.

The war on terrorism and its need to kill terrorists one by one in remote areas has hastened the shift toward remotely piloted aircraft. The Pentagon has even created a war medal for drone operators sitting in the safety of a control room continents away from the fighting. The Air Force owned only a few drones in 2001, but now flies 285 - and the number keeps growing.

Pilots have seen it coming.

"The modern fighter pilot is becoming more of a sensor manager or aerospace technician, and many of the tasks may not even require a pilot," then-Lt. Col. Pete Zuppas wrote in a 2007 article that appeared on the Air Force's website.

"MQ-1 Predators or drones carrying weapons like laser guided air-to-surface missiles are becoming the most valued air power asset in many current scenarios," wrote the now-retired fighter pilot. "There are scientists with great plans in motion for even more capable unmanned combat aerial vehicles to share and possibly rule the skies of the future."

The Air Force today has seen money that could have gone for flying hours eaten up by the F-35 Joint Strike Fighter. Its cost has skyrocketed and its scheduled arrival in operational units keeps being pushed to the future just when the Air Force needs to replace airframes that first flew more than 30 years ago.

The website "Fighter Pilot University," founded by ex-fliers, laments that political correctness has "run amuck" inside squadrons.

"We're a group of recently retired fighter pilots who are shocked by the slow and continuous erosion of our fighter pilot traditions and background," the group states.

## Next Generation of Pilots:

Hannah Brock – EAA # 1018039



The first day I got to see the Tri-Motor was called media day. First I had to mark the parking lot lines then I went inside the FBO. I had to watch the training film so I could work around the aircraft. There was a lot of information on it. After the video, Παππους asked me a few questions to make sure I knew what I was supposed to. After I answered the questions right, Mr. Harmacinski took me out in the airplane. He showed me how the tri-motor worked and what I needed to do to be the co-pilot. That was fun and confusing because I had to learn about the buttons and levers and the wheel. It's like the plane I fly but it has more of them. We got to go flying with me as the co-pilot and then Mr. Harmacinski endorsed my log book with my Ford Tri-Motor time. Wow that is awesome!



When I was on the ground and the trimotor would take off the propwash was hard and it knocked over the barrels. Sometimes I was in charge of making sure no one went into the cockpit, twice I had to ask people not to go in there. Two news people got to interview me. One from Valley Planet and the other one was The Huntsville Times. It was scary and fun at the same time. They didn't know anything about planes so I got to teach them that pilots license are not like a drivers license, it is different in many ways.

On the first flight on Saturday I got to be copilot which was great because I got to watch as the guys there hand turned the propellers through 10 blades to put oil in the engine. This was a great time to be co-pilot because it was the first time the engines were started that day and we taxied out on the ramp and ran the engine for a long time until the oil warmed up and then we checked the electrical system in the engines, like I have to in Juliette Charlie, but this was better.



Saturday I also had to take turns doing safety briefings. In a safety briefing you have to tell people things they need to know. A safety briefing is something that the law says the pilot or someone who is helping on the plane had to do. It has to have 4 things. They are, where the exits are, how to work the seat belts, where the flotation devices are and the fire extinguisher location. There was one flight that all the seats were not filled. Mrs. Harmacinski told me to go and enjoy a ride in the back, well; I got to sit in the seat that Johnny Depp sat in when he was in the movie "Public Enemies".

We all worked hard all day and then the people from MDQ cooked out on the ramp next to the Tri-Motor. It was a great day. I had so much fun, and the food was great. (I always like cookouts!)

## Projects Update:

Jim Harchanko

RV

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

## Calendar of Events:

Jun 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jun 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jun 25	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>
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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>
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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>
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## 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