

	<h1>PROPWASH</h1>	
<p>EAA Chapter 190</p>	<p>http://eaa190.com/</p>	<p>October 2014</p>

Photo of the Month:



Moontown Airport (3M5) Annual Grass Strip Fly-In 2014

Presidents Message:

Aaron Wypyszynski – EAA # 579057

I want to thank everyone for a spectacular Fly-In last month! The weather certainly made up for last year’s rain out, with clear skies and great flying weather all day long! Counts place nearly 100 airplanes flying in for the event, so many that we ran out of parking on the south side of the runway! We even had pilots in from as far away as North Carolina.

Our new events and formats were well received this year! The forums each had 40-60 attendees, with great comments about each of the forums both from the attendees and presenters. The hangar party was also a great success. Over 110 people were in attendance for Jim Halsell’s speech on two of his Space Shuttle missions. Unfortunately our primary food truck

backed out last minute, but great BBQ from Old Hickory BBQ saved the day! We also had a spectacular desert food truck that had some great deserts to top off the night.

We also had a spectacular turn out for Young Eagles. Our 7 pilots and 6 aircraft flew over 62 flights, flying 149 kids! Rarely were more than 2 of the Young Eagles aircraft on the ground at the same time. Thanks to Aircraft Spruce, we were able to provide two \$25 gift cards to two of our Young Eagles pilot (each flight received an entry in a drawing for the cards). If you see one of the pilots, make sure to pass on a thank you for all they do for the chapter and introducing kids to aviation!

This month is also the start of Chapter officer elections. Chapter officers are elected every other year and serve two year terms. We will also be electing two new board of directors. Two Board members are elected every year and serve 2 year terms. The ballot will need to be finalized by the end of our October chapter meeting. Please contact Andrea if you are interested in running for one of the following chapter positions:

- President
- Vice President
- Secretary
- Treasurer
- Board of Directors (2)

Descriptions of each of the positions may be found in the Chapter by-laws on the website at: http://www.eaa190.com/uploads/3/9/0/6/3906574/chapter_190_by-laws.pdf

We look forward to seeing you at this month's events.

Activity	Date	Time	Location	RSVP Contact
Chapter Meeting	Tues. Oct 14 th	6:30pm	Moontown FBO	N/A mailto:Aaron.wypyszynski@gmail.com
Moontown Fly In Breakfast	Sat Oct 18 th	8am-9pm	Moontown Airport	N/A

Minutes of Last Meeting:

Michael Dunning, Acting Secretary – EAA # 704050

EAA Chapter 190 Meeting 16 September 2014

Call to Order: The meeting was called to order by President Aaron Wypyszynski at 6:32 pm.

Attendees: Jamie Dodson, Bob Friend, Jim Harchanko, Andrea Atwood, Aaron Wypyszynski, Harold McMurrin, Bryan Tauchen, Marty Sullivan, Todd Brooks, Jerry Barnett, Charles Cozelos, Michael Dunning, Tony Crawford, Evangela Caliguire, Gabriela Caliguire, Don Caliguire, Mikaela Caliguire, Paul Jacobs, Kevin MacQuinn, Jean-Jacques Malosse, and Mike Guthrie.

Minutes: Michael Dunning presented the August minutes. Minutes accepted as read.

Treasurer's Report: Jim Harchanko has had no transactions in the previous month; therefore the budget still stands at \$22,268.48. Treasurer's report was accepted as read.

Old Business:

- 1) Elections are in November. This means that the ballot must be finalized by the October meeting. Andrea is in charge of appointing an election committee, so if you would like to volunteer to help with elections, PLEASE let her know.

New Business:

- 1) There are some new members looking to come into the fold. Look out for them in the coming months.
- 2) John is building an airplane and looking for someone to help him Oxyacetylene weld a fuselage. Let Aaron know if you can help.

Fly-In Planning:

- 1) The Ford Tri-Motor pilots are going to try and attend the Fly-in Saturday.
- 2) Harold needs a 10-ton trailer to haul a half-track to the event. If you can think of anything, contact George or Harold.
- 3) Wes has the aircraft parking wrapped up and ready to go. Staffing is a little thin, so if you can lend a hand, please chip in.
- 4) There is a new Boy Scout troop coming in to park cars this weekend. If they can
- 5) As for advertisers, we have AIAA, CAPS
- 6) Setup will be around 9:00 am Friday morning. Chairs will be setup for the hangar party by around 4:00 pm.
- 7) Another reminder, the Hangar Party is BYOB this year. Local bottles encouraged. Food Fighters Bustaurant will be serving.
- 8) Medflight is good to go for attending the event.
- 9) The Soaring Club intends to have a glider on static display.
- 10) Jamie is the designated Public Affairs officer for the event. Kindly direct any sort of "official" media questions or representatives towards him.
- 11) If you can think of any signage that seems to be missing, let Paul know. It will have to be added to the list of signs to have printed next year.
- 12) Young Eagles briefing will be 7:30 am Saturday morning.
- 13) If anyone is willing to be a "white vest" for the event, please let Aaron know. This is sort of a liaison position to answer general questions from attendees, or "where to find stuff".

Adjournment: Andrea made a motion to adjourn. Meeting was adjourned at 7:23 pm.

Treasurers Report:

Jim Harchanko – EAA # 541411

September Treasurers Report

Date	Ck #	Description	Deposit	Check	Balance
9/1/14		Beginning Balance			23,231.42
9/21/14	1108	Charles Cozelos---water/ice for flyin		18.28	23,213.14
9/22/14		Breakfast	602.00		23,833.42
9/22/14	1109	G. Jeram---vehicle parking ribbon, posts for flyin		64.05	23,769.37
9/26/14	1110	PBS Services---Portapots for flyin		170.00	23,599.37
9/29/14	1111	J. Harchanko----propane 20 lbs		15.77	23,583.60
9/30/14		Ending Balance			23,583.60

Safety:

Wes Conkle – EAA # 633811

Young Eagles:

Aaron Wypyszynski – EAA # 579057

Wow, what a month September was! EAA 190 flew 189 kids during the month of September. A huge thanks goes out to both the pilots and the ground support volunteers. Especially amazing was the amount of kids flown during this year's fly-in. Over the course of 8 hours, 7 pilots in 6 aircraft flew 149 kids! We also had two pilots who took part in their first Young Eagle Rally, Dave and Chris. One of my favorite quotes I heard during the days was "This was the most expensive free activity your child will ever take" in response to how enthusiastic one Young Eagle was on returning from his first flight.

Here are the amazing totals:

- Bryan, PA-28, 35 kids
- Jeff, C-172, 29 kids
- Todd, C-182, 24 kids
- Chris, PA-28, 22 kids
- Nate, C-172, 19 kids
- Aaron, C-172, 14 kids
- Dave, RV-8, 6 kids

We look forward to seeing several of the Young Eagles returning this month. All Young Eagles are welcome to come help park aircraft at our monthly pancake breakfasts and we will make sure to you another Young Eagle flight. Also, as the weather gets colder and the flying days get shorter, look for more work aircraft building workshops!

Cross Country Trips

Bryan Tauchen – EAA # 651954

This summer I have had the opportunity to make several long cross country trips with my airplane. For all of my trips, I did successfully reach my destination, however not always exactly as planned. This is a reminder that small airplanes are useful for travelling distances, however you always need to be flexible and always need a plan B and C. One of those alternatives needs to be “not flying today”.

Background on my flying. I usually file IFR for longer trips. I keep IFR current and am comfortable flying in clouds. I carry a NEXRAD display in the plane. This year I am using an ADS-B receiver and an Android tablet running Navigator for the NEXRAD picture.

Trip 1. I was returning from Iowa City (IOW) with a planned fuel stop at Union City, TN (UCY). My plane does have the range to go nonstop with just barely legal reserves, but the extra stop gave me much more flexibility. The forecast was for the nearly standard summer scattered thundershowers. Just before leaving UCY I saw a large area of precipitation (thunderstorms) in the Muscle Shoals area. I took off planning to watch the movement of that weather. By the time I was a third of the way to MDQ, I could see that a direct route was definitely not going to work. I requested and was approved for a routing direct Shelbyville direct MDQ. That made a 90 degree turn at Shelbyville that allowed me to avoid the storm that now reached well north of Athens. As I turned south at Shelbyville, I saw that the precipitation was now over MDQ but still several miles from Fayetteville. I decided that landing at Fayetteville was a good option. After sitting at the Fayetteville FBO for an hour, I finished my trip back to MDQ in smooth clear air.

Trip 2. To Oshkosh. The forecast (at 4:30 am) was for mostly clear skies until southern Wisconsin, then some low ceilings, lifting by mid morning. The trip to Gary, IN (GYY) was uneventful at 8000. Due to the large number of aircraft going to OSH, IFR and even flight following is not available north of Chicago. Therefore it is strictly VFR and keep eyes open. The flight along the Chicago lakefront was very scenic. Had to stay below the class B and follow the flyway and ATC altitude restrictions. I was below the tops of some of the buildings. I turned inland south of Waukegan to avoid the class D and planned to climb to 3000 when clear of class B. Soon the ceiling started to push me down. The big numbers on the sectional for that area are 17 and 18. When the ceiling started pushing me below 2200, I had to make a decision. It did not look like the tops were very high, but I could not be sure. Also, if I did get on top, I was not sure of getting back down. I also considered the many aircraft in the area and that ATC was not talking. I decided that the best option was the 180 degree turn just like your flight instructor taught you. Within a very short time I had good cloud clearance. Then I used the “nearest” function of my GPS to select an airport to my south. East Troy (57C) popped up. After landing there, I had time to compare notes with several other follow flyers that had made a similar decision. About an hour later, conditions improved enough to continue north. Due to the parking overload at OSH, I did spend one night at FLD. I did get to OSH early the next morning.

Trip 3. Houston. The forecast was for the typical summertime widely scattered thundershowers. The planned fuel stop was at Vicksburg, MS. My plan was to go into Hobby (HOU). I filed an ICAO flight plan so that ATC could assign me an RNAV STAR. I was as-

signed the CESAN1 arrival procedure, but was given vectors before getting to the procedure waypoints. The conditions were broken ceiling at 2200, 20+ miles visibility with a couple of heavy showers, one north of my path near Bush Intercontinental (IAH) and another southeast of HOU over Ellington (EFD). Runways 12L and 12R were in use. ATC asked if 12L was acceptable. 12L is 5100 feet long and does not have an instrument approach. I agreed to 12L. I was instructed to fly west direct to the IAF for the 12R ILS approach. About 2 miles short, I was vectored to a 120 heading (final for 12L) and told to follow the Boeing 737 landing on 12R. About this time, the heavy rain had moved over HOU. The 737 disappeared into the shower. I could not see the airport and the GPS indicated that I was 4 miles out. I decided to abort the landing attempt and requested vectors to my planned alternate, Sugarland (SGR) 20 miles west.

After I landed, I called my son come pick me up at Sugarland. He had been driving in the Hobby area and said that driving was a challenge in the heavy rain.

Conclusion. Our small airplanes definitely can be useful transportation, but the planes and we pilots have limits. We must constantly evaluate the conditions and be ready to change plans as required to insure a safe outcome.

Thoughts:

Jamie Dodson – EAA # 1025923

Pitch Change, Nose-first Touchdown Preceded Southwest Gear Collapse

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Source: AWIN First

July 26, 2013

Credit: Boeing

Southwest Airlines Flight 345's nose gear collapse came after a rapid change in pitch attitude that apparently caused the nose gear to touch down first as it landed at LaGuardia Airport (LGA) July 22, preliminary information released by NTSB says.

The Boeing 737-700, concluding a flight from Nashville International Airport, touched down on LGA's Runway 4 at 133 kt. with a pitch attitude of "approximately" 3 deg. nose down, NTSB reports. Four sec. prior to touchdown, the plane was at an altitude of 32 ft. traveling 134 kt. with a 2 deg. nose-up attitude.

"Evidence from video and other sources is consistent with the nose-gear making contact with the runway before the main landing gear," NTSB reports in a July 25 update.

The board has not shed light on where the 737 was in relation to the runway threshold when its nose pitched down, or where along the 7,001-ft. runway the plane touched down.

NTSB's July 23 update on the accident says the plane slid about 2,175 ft. Images of the accident scene indicate the aircraft came to rest at the entrance of Taxiway Q, which is about 3,700 ft. down Runway 4.

The board says the plane's flight data recorder captured 1,000 parameters and contained about 27 hr. of data, including the entire flight from Nashville to New York. Investigators planned to transcribe the "relevant" part of the plane's cockpit voice recorder on July 26.

The 737's nose gear collapsed "rearward and upward" on touchdown, damaging the electronics bay. The plane slid for 19 sec. before coming to rest.

The aircraft's slides deployed "normally," and all 145 passengers and five crewmembers evacuated safely, NTSB says. Nine were treated for "minor" injuries, the board says.

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

I had so much fun at the September fly in this year. It is the biggest event we have every year at EAA 190. We get to see the most airplanes come in. There were a lot of people there that I got to meet. It was AWESOME, It was the biggest fly in I can remember. If you haven't been to our fly ins, I want to let you know what it's like. Each one is different, but each one is so much fun. I always get to learn something new and I know you would have so much fun when you come to one.

When we first got there, we went to the camping place. We set up our tent and my brother started the fire so he could cook. He fixed us some chili and I made a pot of really yummy stew. Right after we got there I looked up and guess who I saw coming across the field, Mr. and Mrs. Harmacinski from the Tri-Motor coming over to have dinner with us. Παππους slept outside while the rest of us slept in our tent. It felt a little cold but I slept awesome, hard as a rock. It makes me even more want to go to Oshkosh and sleep under the wing.

First thing Saturday morning the Buckhorn Band Parents come in and fix breakfast. They had pancakes, eggs grits biscuits and bananas. After breakfast many of the chapter members were outside parking airplanes and helping direct traffic. There was the Young Eagles tent where we gave airplane rides to lots of kids. I know they had fun!



April 2010



September 2014

I watched a lot of airplanes. The Yaks were there and they flew several times. There were airplane like RVs, a Cub, Tweedy Bird III was there, and the motorized glider. The Mosquito

was back and I got my picture in it again. The pilot had me pose just like the picture we took of me in it a few years ago. I couldn't believe he remembered me.

Heard that we had the largest turn out we have ever had at a flyin.

Projects Update:

Jim Harchanko	RV	www.flickr.com/photos/rvflyer03/sets/
Bob Wilson	Dragonfly	http://hiwaay.net/~bzwilson/dragonfly/index.html

Calendar of Events:

Oct 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Oct 22	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.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/
Nov 19	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
Dec 16	1800hrs	Chapter Meeting & Christmas Party	http://eaa190.weebly.com/
Dec 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Dec 24	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.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/
Jan 21	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
Feb 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Feb 25	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
Mar 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Mar 25	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
Apr 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Apr 21-26		SUN 'n FUN	http://www.sun/n/fun.org/
Apr 22	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
May 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 20	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
June 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
June 20	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
June 24	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
Jul 14	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Jul 18	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Jul 20 – Jul 26		Oshkosh	http://www.airventure.org/
Jul 22	2030hrs	Aaron's Airplane Workshop	Aaron.wypyszynski@gmail.com
Aug 11	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Aug 15	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Sep 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Sep 19		Moontown Airport (3M5) Annual Grass Field Fly In Sponsored By EAA Chapter 190	http://eaa190.weebly.com/
Oct 13	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Oct 17	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
Nov 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Nov 21	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/

Dec 15 1800hrs Chapter Meeting & **Christmas Party** <http://eaa190.weebly.com/>

Dec 19 0730hrs Fly-In Breakfast at Moontown <http://eaa190.weebly.com/>

----- 2016 -----

Jan 12 1800hrs Chapter Meeting <http://eaa190.weebly.com/>

Jan 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, TN	SYI	EAA 1326	4 th Saturday
Decatur, AL	DCU	EAA 941	5 th Saturday
Fort Payne, AL	4A9	EAA 890	5 th Saturday