
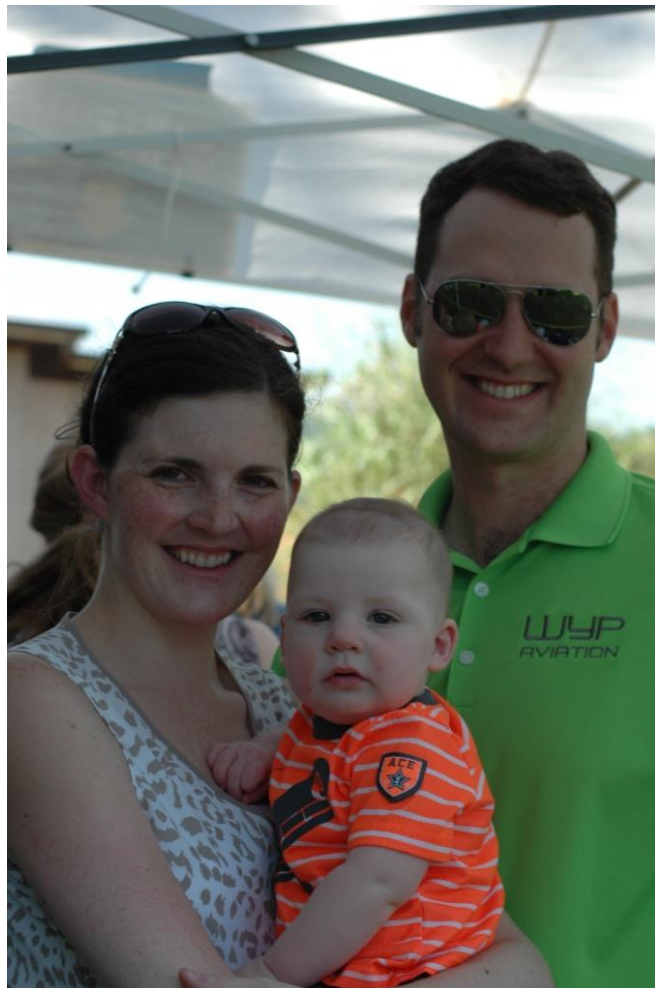
 <p>EAA Chapter 190</p>	<h1 style="text-align: center;">PROPWASH</h1> <p>PROPWASH is published for the dissemination of information for and about the members of Chapter 190 of the Experimental Aircraft Association (EAA). President Aaron Wypyszynski, Vice President Bryan Tauchen, Secretary Wes Conkle, Treasurer Jim Harchanko, WebMaster Bob Spee.</p> <p style="text-align: center;">http://eaa190.com/</p>	 <p style="text-align: right;">November 2014</p>
--	---	---

Photo of the Month:



Julie, Walter and Aaron Wypyszynski at the September Fly In

Presidents Message:

Aaron Wypyszynski – EAA # 579057

The weather has started turning colder and the clocks have been turned back, which means two things, night flying and building seasons. Look for both to be features in upcoming events. Also, November brings chapter elections. This year we will be electing new chapter officers (President, Vice President, Secretary, and Treasurer) as well as two Board of Directors mem-

bers. Ballots will be emailed on Friday Nov 7th. You may either vote by email or in person at this month's chapter meeting.

This is a great time of year to brush up on night flying skills. The weather has not yet turned cold and there are still plenty of great clear days. It is especially a great time during the second quarter of the moon cycle, providing ample ambient light to ease back into night flying. At this month's chapter meeting, Todd will be giving a presentation on night flying, in particular how to get back into night flying as well as special considerations for flying after the sun sets.

As the weather gets colder and the days get longer, it is also a time when building starts to pick back up. Look for more workshops in the coming months. Our first workshop will highlight wooden wing assembly. We will gather at my workshop to go over the details of how the wooden ribs and spars are joined together to form the main structure of the wing on our Buttercup.

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

Activity	Date	Time	Location	RSVP Contact
Chapter Meeting -Night Flying	Tues. Nov 11 th	6:30pm	Moontown FBO	N/A mailto:Aaron.wypyszynski@gmail.com
Pancake Breakfast	Sat Nov 15 th	8-9am	Moontown Airport	N/A
Building Workshop	Tues Nov 18 th	6:30pm	Aaron's Workshop	N/A mailto:Aaron.wypyszynski@gmail.com

Minutes of Last Meeting:

Michael Dunning, Acting Secretary – EAA # 704050

EAA Chapter 190 Meeting 14 October 2014

Call to Order: By President Aaron Wypyszynski at 6:34 pm.

Attendees: Michael Dunning, Chris Davis, Todd Brooks, Bob Friend, Robert Patlovany, Bryan Tauchen, Andrea Atwood, Charles Cozelos, Aaron Wypyszynski and James Harchanko.

Minutes: No one had issues with the September minutes except for changing the contact info from Aaron to Andrea for the "White shirt" position. Minutes accepted as read.

Treasurer's Report: Jim Harchanko updated us on the numbers from the Fly-In. The September breakfast was a new record at \$606. Jim also thought it would be a good idea to change to a monthly audit and perhaps make the VP a backup for account access.

Young Eagles Report: There were 187 Young Eagles flown in September. Brian flew about 70 on his own!

President's Report: None.

Old Business:

- 1) Elections are next month. Please contact Andrea to be included on the ballot.

New Business:

- 1) Jerry brought up the fact that the tables are getting shoddy both inside and outside the building. Jerry asked if the chapter might consider replacing the ones outside with long-lasting metal ones. If we get plastic tables for inside we can use them during the banquet and probably even break even. Jim and Bob will look into what the prices on 3 or 4 indoor tables are and see how the repairs on the outside tables. Bring back ideas for next meeting.
- 2) The Fly-in breakfast is this weekend. Todd, Brian, and Aaron are available to fly Young Eagles.
- 3) Aaron wanted to remind everyone of the email earlier this month that the chapter has been sued. An attorney has been assigned by EAA at no cost to the chapter, so things have been going as well as can be hoped.
- 4) The Fly-In this year was a runaway success. There were a few safety incidents, so just remember the only chapter vehicles (or any others for that matter) allowed on the flight line are golf carts. So next year we'll make sure to have a few on hand. Charles would like to personally thank everyone for pitching in and making this event the best one we've had.

Adjournment: Meeting was adjourned at 7:08 pm.

Treasurers Report:

Jim Harchanko – EAA # 541411

October Treasurers Report

Date	Ck #	Description	Deposit	Check	Balance
10/1/14		Beginning Balance			23,583.60
9/22/14		arithmetic correction on 9/22 entree in Sept report		18.28	23,565.32
10/14/14	1112	A. Wypyszynski---tables and chairs for flyin		296.00	23,269.32
10/15/14		Net from hangar party (income minus food cost)	157.00		23,426.32
10/20/14		Breakfast	210.00		23,636.32
10/31/14		Ending Balance			23,636.32

Safety:

Wes Conkle – EAA # 633811

Young Eagles:

Aaron Wypyszynski – EAA # 579057

Thoughts:

Jamie Dodson – EAA # 1025923

F-16 pilot was ready to give her life on Sept. 11

Heather Penney, heroic Sept. 11 F-16 pilot: Penney was prepared to give her life on Sept. 11 when she was ordered to down the hijacked planes — even knowing that the pilot for one of them could have been her father.

By Steve Hendrix, Published: September 8, 2011

© The Washington Post Company

Late in the morning of the Tuesday that changed everything, Lt. Heather “Lucky” Penney was on a runway at Andrews Air Force Base and ready to fly. She had her hand on the throttle of an F-16 and she had her orders: Bring down United Airlines Flight 93. The day’s fourth hijacked airliner seemed to be hurtling toward Washington. Penney, one of the first two combat pilots in the air that morning, was told to stop it.

The one thing she didn’t have as she roared into the crystalline sky was live ammunition. Or missiles. Or anything at all to throw at a hostile aircraft.

Except her own plane. So that was the plan.

Because the surprise attacks were unfolding, in that innocent age, faster than they could arm war planes, Penney and her commanding officer went up to fly their jets straight into a Boeing 757.

“We wouldn’t be shooting it down. We’d be ramming the aircraft,” Penney recalls of her charge that day. “I would essentially be a kamikaze pilot.”

For years, Penney, one of the first generation of female combat pilots in the country, gave no interviews about her experiences on Sept. 11 (which included, eventually, escorting Air Force One back into Washington’s suddenly highly restricted airspace).

But 10 years later, she is reflecting on one of the lesser-told tales of that endlessly examined morning: how the first counterpunch the U.S. military prepared to throw at the attackers was effectively a suicide mission.

“We had to protect the airspace any way we could,” she said last week in her office at Lockheed Martin, where she is a director in the F-35 program.

Penney, now a major but still a petite blonde with a Colgate grin, is no longer a combat flier. She flew two tours in Iraq and she serves as a part-time National Guard pilot, mostly hauling

VIPs around in a military Gulfstream. She takes the stick of her own vintage 1941 Taylorcraft tail-dragger whenever she can.

But none of her thousands of hours in the air quite compare with the urgent rush of launching on what was supposed to be a one-way flight to a midair collision.

First of her kind

She was a rookie in the autumn of 2001, the first female F-16 pilot they'd ever had at the 121st Fighter Squadron of the D.C. Air National Guard. She had grown up smelling jet fuel. Her father flew jets in Vietnam and still races them. Penney got her pilot's license when she was a literature major at Purdue. She planned to be a teacher. But during a graduate program in American studies, Congress opened up combat aviation to women and Penney was nearly first in line.

"I signed up immediately," she says. "I wanted to be a fighter pilot like my dad."

On that Tuesday, they had just finished two weeks of air combat training in Nevada. They were sitting around a briefing table when someone looked in to say a plane had hit the World Trade Center in New York. When it happened once, they assumed it was some yahoo in a Cessna. When it happened again, they knew it was war.

But the surprise was complete. In the monumental confusion of those first hours, it was impossible to get clear orders. Nothing was ready. The jets were still equipped with dummy bullets from the training mission.

As remarkable as it seems now, there were no armed aircraft standing by and no system in place to scramble them over Washington. Before that morning, all eyes were looking outward, still scanning the old Cold War threat paths for planes and missiles coming over the polar ice cap.

"There was no perceived threat at the time, especially one coming from the homeland like that," says Col. George Degnon, vice commander of the 113th Wing at Andrews. "It was a little bit of a helpless feeling, but we did everything humanly possible to get the aircraft armed and in the air. It was amazing to see people react."

Things are different today, Degnon says. At least two "hot-cocked" planes are ready at all times, their pilots never more than yards from the cockpit.

A third plane hit the Pentagon, and almost at once came word that a fourth plane could be on the way, maybe more. The jets would be armed within an hour, but somebody had to fly now, weapons or no weapons.

"Lucky, you're coming with me," barked Col. Marc Sasseville.

They were gearing up in the pre-flight life-support area when Sasseville, struggling into his flight suit, met her eye.

“I’m going to go for the cockpit,” Sasseville said.

She replied without hesitating.
“I’ll take the tail.”

It was a plan. And a pact.

‘Let’s go!’

Penney had never scrambled a jet before. Normally the pre-flight is a half-hour or so of methodical checks. She automatically started going down the list.

“Lucky, what are you doing? Get your butt up there and let’s go!” Sasseville shouted.

She climbed in, rushed to power up the engines, screamed for her ground crew to pull the chocks. The crew chief still had his headphones plugged into the fuselage as she nudged the throttle forward. He ran along pulling safety pins from the jet as it moved forward.

She muttered a fighter pilot’s prayer — “God, don’t let me [expletive] up” — and followed Sasseville into the sky.

They screamed over the smoldering Pentagon, heading northwest at more than 400 mph, flying low and scanning the clear horizon. Her commander had time to think about the best place to hit the enemy.

“We don’t train to bring down airliners,” said Sasseville, now stationed at the Pentagon. “If you just hit the engine, it could still glide and you could guide it to a target. My thought was the cockpit or the wing.”

He also thought about his ejection seat. Would there be an instant just before impact?

“I was hoping to do both at the same time,” he says. “It probably wasn’t going to work, but that’s what I was hoping.”

Penney worried about missing the target if she tried to bail out.

“If you eject and your jet soars through without impact . . .” she trails off, the thought of failing more dreadful than the thought of dying.

But she didn’t have to die. She didn’t have to knock down an airliner full of kids and salesmen and girlfriends. They did that themselves.

It would be hours before Penney and Sasseville learned that United 93 had already gone down in Pennsylvania, an insurrection by hostages willing to do just what the two Guard pilots had been willing to do: Anything. And everything.

“The real heroes are the passengers on Flight 93 who were willing to sacrifice themselves,” Penney says. “I was just an accidental witness to history.”

She and Sasseville flew the rest of the day, clearing the airspace, escorting the president, looking down onto a city that would soon be sending them to war.

She's a single mom of two girls now. She still loves to fly. And she still thinks often of that extraordinary ride down the runway a decade ago.

"I genuinely believed that was going to be the last time I took off," she says. "If we did it right, this would be it."

Next Generation of Pilots:

Hannah Brock – EAA # 1018039

I usually go to the Breakfast on the 3rd Saturday but last month I missed it. I learned that I really missed going. At the flying we have breakfast and depending on the weather different planes come to see us and I get to check out planes that I come to the fly in. I get to help around and I always get to meet new people.

Oh oh! Next month we get to have our Christmas party. We have it at the FBO and everybody dresses up in Christmas colors. Some of the girls there have some big beautiful dresses on. We all sit around and eat and talk and eat and have fun and eat. I like the eating because there is so much food and so many different kinds. I get to try some things that I don't get very often and I can't remember ever getting anything that didn't taste awesome.

At school we have a 4H club and they had a speech contest, they gave out ribbons for prizes. I gave a speech about airplanes. I listed four of my favorite airplanes. They were the Ford Tri-Motor, Cessna 172, Yaks, and the Lionheart. I told people that the Lionheart is a staggerwing and my dad had his first flight in Lionheart. The Yaks are really cool because they have a really loud engine and go super fast. My mom got to fly in a Yak and hopefully one day I can too. The Cessna 172 is the plane that I'm taking flying lessons in. I fly in "Juliette Charlie", it is fun to fly, but the part I don't like too much is all the math! The Ford Tri-Motor is really cool, I got to fly in it, and it was like being in a really old timey movie. The wing span is 77' and 10".

In flying the rules are ... of course rule number one on the ground is stay away from propellers, they will hurt you really badly. Rule number two is when you are up in an airplane, stay cool and calm. Please never disturb the pilot. We pilots have a lot to think about and do while we are flying.

I got second place.

Projects Update:

Jim Harchanko

RV

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

Bob Wilson

Dragonfly

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

Calendar of Events:

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

----- 2015 -----

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/
Feb 16	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Feb 20	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