
	<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 Wes Conkle, Secretary Charles P. Cozelos, Treasurer Bryan Tauchen, Web-Master Jamie Dodson</p>	
<p>EAA Chapter 190</p>	<p style="text-align: center;"><a href="http://eaa190.com/">http://eaa190.com/</a></p>	<p style="text-align: center;">January 2015</p>

## Photo of the Month:



9 - 3M5

## Presidents Message:

Aaron Wypyszynski – EAA # 579057

It is the start of another great year for the chapter and I am looking forward to a lot of flying and more build projects! We are off to a bit of a slow start this month due to the holidays, but look for activities to pick up significantly in the coming weeks. We will be lining up several activities through the rest of the winter, to include presentations at each chapter meeting and a workshop each month. I hope to have more workshops in the coming months as several build projects within the chapter are starting to gain great momentum. I hope to share some of them in PROPWASH in the coming months. My build project has started a new phase as we have finished major construction on the wing and are moving onto wing control surfaces

for the next couple of months before starting on the fuselage. There will be lots to see and learn for anyone interested in swinging by.

This month's chapter meeting will focus on plans for the coming year, in particular, appointments to committees/open positions, planning of upcoming workshops/presentations, and most importantly what outings and flyouts we would like to do this year.

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

Activity	Date	Time	Location	RSVP Contact
Chapter Meeting	Tuesday Jan 13 <sup>th</sup>	6:30	Moontown FBO	N/A
Moontown Pancake Breakfast	Sat. Jan 17 <sup>th</sup>	8:00-9:30	Moontown FBO	N/A

## From the VP:

Wes Conkle – EAA # 633811

Hello and Happy New Years to EAA Chapter 190. I hope that everyone had a fun and relaxing holiday.

I am looking forward to a fun and active year with the Chapter, with an emphasis on increasing number and diversity of Member project visits. We have several members involved in building experimental aircraft, and I would like to have a Chapter visit to each this year. In 2014, Chapter President Aaron Wypyszynski did a great job of putting on monthly workshops at his shop, where he is currently building a Wittman Buttercup. I would like to see this monthly event continue, and also try to improve the attendance. I know that I have learned a lot at the workshops I have attended.

EAA runs on volunteerism, and while most of us are busy with life, family, and careers, I know that with a few hours of effort from each member, we can improve our Chapter and build upon our past successes, with events such as the Grass Field Fly-in and Ford Trimotor visit setting a great precedent!

If you have a build project in progress, please contact me.

## Minutes of Last Meeting:

Charles P. Cozelos – EAA # 63381

### EAA Chapter 190 Meeting 13 December 2014

#### Call to Order:

Pot Luck Christmas Party at 6:00 pm.

## Treasurers Report:

Jim Harchanko – EAA # 541411

### November Treasurers Report

Date	Ck #	Description	Deposit	Check	Balance
12/01/2014		Beginning Balance			\$23,729.55
12/15/2014	1114	EAA—2015 Chapter dues (100) & Insurance (345)		\$445.00	\$23,284.55
12/31/2014		Ending Balance			\$23,284.55

## Safety:

Wes Conkle – EAA # 633811

## Young Eagles:

Aaron Wypyszynski – EAA # 579057

## Thoughts:

Jamie Dodson – EAA # 1025923

### Hopeless Hints for JN-4 Drivers

*(excerpted from a 1921 aviation magazine)*



Figure 1: Curtiss JN-4D, 2900, executes a steep take-off climb.

1. Never attempt to fly a Jenny with its motor missing. It is always better in the long run to delay a flight until the motor can be found and placed back in the ship where it belongs.

2. All Jennys should be equipped with booster magnetos, as the plane can often be boosted over low fences, small dogs, and neighboring flower beds with this equipment.

3. The simplest, safest way to get a Jenny out of a small field is with a good dray and a team of mules.



Figure 2: Curtiss JN-4, following an off-field training accident.

4. When dirt collects in the wheel spokes, an easy method of removal is to land cross-wind in a stout gale. This should wipe the wheels free of dirt. In fact, this usually wipes out the entire landing gear.

5. The best way to elevate a Jenny several hundred feet is by using the elevator. When the elevator stops, the machine should be held in this position by the prop. As soon as the engine is sufficiently warm, the prop can be knocked away, and the ensuing dive will result in enough speed to clear low fences, small dogs, and neighboring flower beds, barring any adverse winds.

6. If you are forced to land in a dense forest, a knowledge of pancake landings is handy. Although some think the extra weight of carrying enough pancakes for an emergency landing would decrease the performance prohibitively, I have found in my more than four hours in the air that the feeling of safety in knowing you are prepared more than offsets that loss of performance.

7. I should mention here than when flying in Iowa during the harvest season, it is wise to double up on your shock absorbers, as in landing on an oat field, where the shocks are most profuse, I found that single units do not fare well in coping with these. I was once unable to absorb the oat shocks as I ran into them on landing with the final result that when I hit the twelfth one, my propeller caught a quantity of oats and blew them into the radiator, where heat and moisture caused them to swell profusely into an oatmeal-like consistency, completely filling the air passages and making it necessary for me to discard the engine and install an air-cooled one.

8. A “Three-Point Landing” specifically refers to two wheels and a tailskid and not, as many seem to assume, two wing tips and a propeller.

9. A good, reliable compass should be in every ship, for in any cross-country flying, especially passing through clouds or fog, it is very easy to lose one’s bearings. This was forcibly brought to my notice during my recent flight to China, which I foolishly attempted without a compass. When well out over the Pacific, I encountered fog and, within the space of a few minutes, had completely lost my bearings. Not only my main bearings, but my crankshaft, as well. I did not notice this at the time and kept going until I arrived in China a few days later. You can imagine, after I stopped to take on gas, my dismay when I tried cranking the motor and found the crankshaft was missing. Well, an engine is no good without a crankshaft, so, in order to get on with my trip, I had to have the ship towed by some local oxen to the top of a hill. As I gained speed in the descent, I engaged the landing gear with the timing gear, and the ship took off in a spectacular manner. In fact, it took off two chimneys, plus a Chinaman’s queue, which I could not dodge as it was standing straight up, no doubt from fright. Ever since I have made a point of using a compass.



**Figure 3: One of only a handful of airworthy Curtiss Jennys seen here at the Antique Airplane Association flyin in Blakesburg, Iowa, in 2009. (Photo by Charles E. Stewart, AAHS-P001260)**



## Next Generation of Pilots:

Hannah Brock – EAA # 1018039

Last month at the breakfast I invited one of my best friends from school. Madison came over and spent the night at my house. The next morning Παππους picked us up and took us to 3M5.

Madison had no idea what to expect, she was a little nervous. The first thing we did was eat breakfast. We were starving. It is always so good! After breakfast it was time for my flying lesson, Madison came along. She liked being there, but said she had no idea what we were talking about. After the lesson was over she said that my flying lessons are cool. Now I have to remember to do my homework. I am supposed to read all about carburetors in the Pilot's Handbook of Aeronautical Knowledge. I remember them from the Ford Tri-Motor.



Madison and Hannah in Todd Brooks Hanger

After walking around the airport and seeing everything Mr. Conkle asked if we wanted to go flying. *Oh Yes!!* We all headed up to MDQ where he was going to practice a little.

Madison had never been in an airplane and was scared at first. She closed her eyes until after we were in the air. I really love to fly my friends around and I hear everybody else at the airport loves to do it too. After she got comfortable with it and was looking around, she said “I felt like a giant”. I’m sure she had a great time because she wants to go again.

I like to see people’s reaction when they get to go flying.

## Projects Update:

Jim Harchanko  
Bob Wilson

RV  
Dragonfly

[www.flickr.com/photos/rvflyer03/sets/](http://www.flickr.com/photos/rvflyer03/sets/)  
<http://hiwaay.net/~bzwilson/dragonfly/index.html>

## Calendar of Events:

Jan 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 17	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jan 21	2030hrs	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	2030hrs	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>
Mar 25	2030hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Apr 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Apr 21-26		<b>SUN 'n FUN</b>	<a href="http://www.sun/n/fun.org/">http://www.sun/n/fun.org/</a>
Apr 22	2030hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
May 12	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 16	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
May 20	2030hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
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June 20	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
June 24	2030hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Jul 14	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 18	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Jul 20 – Jul 26		<b>Oshkosh</b>	<a href="http://www.airventure.org/">http://www.airventure.org/</a>
Jul 22	2030hrs	Aaron's Airplane Workshop	<a href="mailto:Aaron.wypyszynski@gmail.com">Aaron.wypyszynski@gmail.com</a>
Aug 11	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>

Aug 15	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sep 15	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Sep 19		<b>Moontown Airport (3M5) Annual Grass Field Fly In</b> <b>Sponsored By EAA Chapter 190</b>	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 13	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Oct 17	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 17	1800hrs	Chapter Meeting	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Nov 21	0730hrs	Fly-In Breakfast at Moontown	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 15	1800hrs	Chapter Meeting & <b>Christmas Party</b>	<a href="http://eaa190.weebly.com/">http://eaa190.weebly.com/</a>
Dec 19	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



EAA Chapter 190  
Membership Data Form  
For The Year 2015



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](http://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:**

Bryan Tauchen  
116 Mykeys Way  
Huntsville, AL 35811

For questions, call (C) 256-852-7505, or [btauch@hiwaay.net](mailto:btauch@hiwaay.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!