

	<h1>PROPWASH</h1>	
<p>EAA Chapter 190</p>	<p>http://eaa190.com/</p>	<p>February 2015</p>

Photo of the Month:



LionHeart 18 October 2014

Presidents Message:

Aaron Wypyszynski – EAA # 579057

January was a great month with a spectacular turnout for the pancake breakfast. Unfortunately my schedule had me out of town for last month’s breakfast and will again this month. A big thank you to everyone who helps out to make our breakfasts such a success each month.

Our chapter meeting this month will focus on aircraft building. I would like to highlight all of the projects that chapter members are working on (please let me know what your current status is for those currently building). We will also have a presentation from Chris Madsen about what the process from final assembly at the airport through first flights of his Sonex which he recently completed. We will also have a chance to get up close with Lionheart this month. Chris Davis has offered to show the chapter Lionheart, tentatively scheduled following this month’s pancake breakfast.

Also, the second annual Women in Aviation Event at MDQ will be coming up next month, March 7th from 10-2. There will be some great presentations. The event is free and open to all. For more information see: http://www.flyquest.net/event_2015_woa_flyin.html

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

Activity	Date	Time	Location
Chapter Meeting	Tuesday Feb 17 th	6:30	Moontown FBO
Moontown Pancake Breakfast	Sat. Feb 21 st	8:00-9:30	Moontown FBO
LionHeart Tour	Sat. Feb 21 st	~9:30	Moontown
Women In Aviation Event	Sat. March 7 th	10-2	MDQ

Minutes of Last Meeting:

Charles P. Cozelos – EAA # 63381

EAA Chapter 190 Meeting 13 January 2015

Members in attendance:

Todd Brooks	Robert Luther
Wes Conkle	Kevin MacQuinn
Charles P. Cozelos	Robert Spee
Michael Dunning	Bryan Tauchen
Jim Harchanko	Aaron Wypyszynski

Call to Order: 6:34 pm.

The minutes as posted in PROPWSH were accepted as listed.

A board of directors meeting is needed. Members of board will decide when to meet.

The treasurer's report was accepted as posted. Short discussion about the check received from Madison Co. High School.

The breakfast was discussed and we are not sure that Young Eagles may not be able to occur due to a shortage of available pilots at the January Breakfast

Review of By-Laws. Several members will form a committee to review them headed by Kevin MacQuinn.

Bob Luther presented a certificate from Greenamyer thanking the chapter for contributing to his effort to break the record for the fastest flight in a propeller aircraft in August 16, 1969. Bringing the propeller driven speed record back to the untied states. – Darryl Greenamyer. .. <https://www.youtube.com/watch?v=Hu6degk7rh8>

Activities

Wes spoke about activities and presentations for the upcoming year. SERFI and Tulsa were mentioned as possible destinations. Workshop was discussed and we might also visit Todd's hanger

Aaron presented a report about the progress on his Buttercup. The ailerons were discussed... how he did them and the thinking behind his choice of material and techniques.

Meeting Adjourned: 7:44 pm.

Treasurers Report:

Bryan Tauchen - 651954

January Treasurers Report

Date	Ck #	Description	Deposit	Check	Balance
		Beginning Balance			\$23,284.55
1/20/2015		Breakfast \$256.00, Membership 11*\$15.00	\$421.00		\$23,705.55

Paid members –HM Brock, WT Brooks, W Conkle, CP Cozelos, J Dodson, K MacQuinn, H McMurrin, J Pospicil, B Tauchen, OH Vaughn, A Wypysznski.

Safety:

Wes Conkle – EAA # 633811

Young Eagles:

Aaron Wypyszynski – EAA # 579057

The Chapters first big Young Eagle event will be coming up next month. On Saturday March 7th, EAA 190 will be providing Young Eagle flights for the second annual Women in Aviation Day at Huntsville/Madison County Executive airport. We will be in need of both volunteer pilots and ground support staff. Please let me know if you are interested in helping. This was a great event last year during which we flew over 50 kids!

We are also starting to near the time to choose someone to send to Air Academy this year! If you are interested in applying or know of someone who may be, let us know! We will be sending out applications later this month and selecting this year's camper sometime in March.

Thoughts:

Jamie Dodson – EAA # 1025923

Anthony Crichton-Browne is an experienced airline pilot with a stack of time on Boeing & Airbus types, often operating in the same part of the world.

Air Asia QZ8501

Many of my friends and family have been asking about the Air Asia QZ8501 crash over the last few days and usually I'm hesitant to speculate but in this case I have a unique insight. I spent most of 2013 based in Darwin flying an Airbus 320 between Australia and East Asia, often through the very same airspace where QZ8501 was lost so I'll try to make some sense of the crash and do a little speculating of my own.

There's been a lot of talk about icing, thunderstorms, stalling and rapid climbs and descents. Aircraft fly because the wings generate a lifting force that supports the aircraft's weight; this is achieved by airflow over the wings when the aircraft is moving fast enough through the air. To this end the forward speed is critical and is measured via probes on the nose of the aircraft. These probes are open to air flow but if they are blocked they are useless, in-fact they can be worse than useless if they block in a way that presents bad data to the pilots which appears to be valid.

In the upper atmosphere water droplets in large cloud formations can be in liquid form below freezing, upon impact with a solid object such as an aircraft they crystallize into ice. To prevent this from happening the probes are heated but there are rare occasions when the heating is overwhelmed and the probes freeze over. This is usually temporary and last only as long as the aircraft is in the thickest part of the cloud. The problem is, in the meantime the airspeed indications in the cockpit are erroneous and the multitude of airspeed gauges can all show different readings leaving the pilot to have to manually fly the aircraft without knowing its speed. This is so rare that in my entire career I've never experienced it but it's what precipitated the crash of Air France 447. This malfunction is particularly difficult to manage in an Airbus due to its reliance on flight control computers which need the airspeed data to operate. Take the data away and the computers realize they can't function normally, shutdown and put the aircraft's flight controls into a backup mode. In the backup mode there is no autopilot, no automatic control of the engines and now the pilot has to manually fly the aircraft without knowing what the airspeed is. You can see that now it's starting to get complicated and the pilot's workload has dramatically increased.

As I said before, this fault is most likely to occur in thick cloud which comes with its own set of challenges, namely turbulence, lighting, ice build up on the other parts of the aircraft including the engines and the fact that there are no outside references, only the instruments to fly on. Oh, I forgot to mention that the same pressure sensors are also used to determine altitude.

In order to maintain level flight and correct speed the pilot has to ignore the erroneous information in the cockpit relating to speed and altitude and set a constant power on the engines, maintain a normal cruise nose attitude with wings level and wait.. and if it doesn't self heal he'll have to run emergency checklists to attempt to restore alternate ways of figuring out speed and altitude and fly the rest of the way in a degraded mode.

In the case of Air France 447 it turned out that this is pretty much what happened but the crew responded incorrectly. The investigation was uncertain why, but I believe the pilot trusted the erroneous airspeed information and pulled the nose up thinking they were going too fast. The aircraft zoom climbed and as it lost speed it got to a point where the wings were not able to generate enough lift to maintain altitude, they then descended at a very high rate until hitting the ocean killing all onboard.

This is remarkably close to what the air traffic control radar shows QZ8501 doing. That coupled with the bad weather in the area at the time leads many to speculate that QZ8501 suffered the same fate as AF447.

Personally I'm not so sure. The AF447 scenario does seem the most likely but all Airbus pilots are acutely aware of the fate of the Air France flight and that would be in the forefront of one's mind if encountering the same circumstances.

There are lots of other technical arguments about what might have caused the Air Asia A320 to fly into the ocean but until the flight data recorders are recovered and read, we're all just speculating.

Next Generation of Pilots:

Hannah Brock – EAA # 1018039.

It's the beginning of the year and everyone is excited about the things we might do this year. I wanted to talk about the things we do every year and some of the things that we may do this year.

Of course, every third Saturday we have the Breakfast. The biggest event of the year is the Breakfast and Fly-In in September. You can camp out the Friday before the Fly-In and the next morning breakfast is always busy. There are so many people and planes. Hopefully the Mosquito helicopter will be here again this Fly-In.

The next thing that I think is a big event is the Christmas party. We also have trips somewhere every year. We have gone to several museums and breakfast at other airports. Every trip is so much fun and I get to see things that are so interesting.

Oh! How could I forget – OSHKOSH? It's the last week of July and lots of guys from the chapter get to go. I haven't gotten to go yet, but I've seen so many pictures and heard everyone talk about it. I want to go!

My goals for this year are to participate more in the chapter, get to do more flying in my flying lessons. I like doing that more than the homework. It's no fun reading about magnetos! I also hope to get to go on all the trips the chapter goes on this year.

Projects Update:

Jim Harchanko
Bob Wilson

RV
Dragonfly

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

Calendar of Events:

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/
Mar 15	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Mar 19	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
Fort Payne, AL	4A9	EAA 890	5 th Saturday

Hazel Green potluck 5:30pm 3rd Saturday each month.



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. 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

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!