

	<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;">http://eaa190.com/</p>	<p style="text-align: right;">May 2015</p>

Photo of the Month:



Lionheart departing runway 9 – 3M5

Presidents Message:

Aaron Wypyszynski – EAA # 579057

Last month was a great month for Chapter activities. Our Spring Cookout was a huge success with over 50 people attending, including numerous Young Eagles. We are planning several more exciting events for the coming months, so make sure to keep a watch out.

May will be May Movie Madness, we will be having two chapter events to see two great new aviation documentaries. The first will be “Flying the Feathered Edge, the Bob Hoover Project”, which is a documentary on famous fighter pilot, test pilot, and airshow performer Bob Hoover. We will be watching the movie at this month’s chapter meeting. Our second

event will be to go to the Space and Rocket Center to see the new National Geographic documentary “Living in the Age of Airplanes” on the giant OMNIMAX screen. Admission to the museum is free with your EAA National Membership Card (including Young Eagle Student Members). The movie costs \$8. Hopefully we can have a large group get together to see the movie!

We also have several committees kicking off this month. It is that time of year again; time to start the Annual Fly-In Planning. Fly in planning meetings will be 30 minutes prior to each chapter meeting. Please come by if you are interested in helping, or contact the Fly-In chair, Charles Cozelos. We are also doing a review of our Chapter By-Laws. If you are interested in participating, please contact the committee chair, Mike Dunning.

As always, if you are interested in giving a presentation at one of our chapter meetings or hosting a chapter event. Please contact Wes Conkle so he schedule a time. We are always looking for more presentations

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

Activity	Date	Time	Location
Fly-In Planning Committee	Tuesday May 12 th	6:00	Moontown FBO
Chapter Meeting – Movie: “Flying the Feathered Edge”	Tuesday May 12 th	6:30	Moontown FBO
Moontown Pancake Breakfast	Sat. May 16 th	8:00-9:30	Moontown FBO
Omnimax Movie: Living In the Age of Airplanes	TBD	1:30 or 3:30pm	US Space and Rocket Center

Minutes of Last Meeting:

Charles P. Cozelos – EAA # 63381

EAA Chapter 190 Meeting 17 March 2015

No formal meeting; but we had a great cookout!!!!

Treasurers Report:

Bryan Tauchen - 651954

March Treasurers Report

Treasurers Report

Date		Dep	Check	Balance
4/1/2015	Beginning Balance			\$24,202.39
4/15/2015	1116 EAA Air Academy - for E Caliguire		240.00	23,962.39
4/17/2015	1117 Aaron W - Airfare for E Caliguire		485.20	23,477.19
4/18/2015	Breakfast (370. gross - 137 exp – 200 Band	33.00		23,510.19
4/30/2015	Ending Balance			\$23,510.19

Young Eagles:

Aaron Wypyszynski – EAA # 579057

VERTIGO ! – Nightmare of a South Vietnamese Air Force (SVNAF) Skyraider pilot in the war time

The following story is a true story about a real nightmare of a young A 1H-Skyraider fighter pilot of the SVNAF in the end of the Vietnam War.

Lieutenant Nguyen Van Chuyen was a pilot of the South Vietnamese Air Force 518th Fighter Squadron flying the Douglas A-1H Skyraider under the command of the elite 83rd SVNAF-Special Operations Group.

Here is his memorable mission:

Lt. Chuyen of the SVNAF's 518th Fighter Squadron

My most memorable mission was a night mission sometime in 1974. I was supposed to help relieving pressure from communist forces on a VN Rangers outpost at Tong Le Chan, near An Loc, North Northwest of Saigon, by the Cambodian border. It was a very dark night, around 11PM, when the call was in from the Tactical Operation Wing for the mission

There were four Skyraiders with 10 MK-81 (250 pound) bombs each, scrambling onto the runway at Bien Hoa AFB, a two-plane flight from Squadron 514 next door, and another two-plane flight from our Squadron, the 518. Captain Nghia Van Nguyen (again, no relation to me) was my leader. As we were en route to the target, we were told by the Tactical Operation Wing to hold position because the VNAF's C-47 plane that drops flares to illuminate the target was having mechanical difficulties on the ground of Tan Son Nhut AFB. Capt. Nghia made an agreement with the other Skyraider flight that we would be holding at five thousand feet, and they would be holding at a higher altitude in the same general area, on top of Phuoc Vinh District, waiting for the C-47 cargo plane to come up. This is to prevent a collision that might happen in the dark.

We were flying in circle for a long time because the C-47 seemed to have a more serious problem than first thought. It was cold in the cockpit and I was hungry. I did not have a good dinner in the evening. I was broke from playing cards and could only afford an inexpensive piece of French bread sandwich with some cold meat and a plastic bag of ice tea. It was quiet, besides the boring even sound of the engine from the front of the plane. I could not remember how many rounds we made in the dark before I felt asleep and lost direction, even with my eyes wide open.

Lt. Chuyen before a mission with 6 Napalms.

The aviation term for the sickness was "vertigo". The flesh hairs inside my ears got messed up and I lost the sense of direction. I did not know exactly what happened, but based on the evidence and guessing afterward from the incident, I think this is what happened.

I was on a tactical (a loose and far) formation behind Capt. Nghia's plane when I saw his plane started to dive. I called on the radio and asked what was he doing, he said he was doing nothing, just

level flying, and waiting for the order to go to the target. I adjusted my position in relation to Capt. Nghia's plane and again, I saw his plane went diving down. I yelled on the radio and asked what he was doing again. He once again said he was doing nothing, just level flying. Seconds later, in the darkness of the night, I vaguely remember seeing the position lights and the rotating beacon light on Capt. Nghia's plane dived deeply and broke away from me very fast. As I yelled for Capt. Nghia to take good control of his plane, he yelled back, saying that I, not him, might be falling into the vertigo status. I apparently pulled on the control stick harder and harder out of fear and ascended high away from my leader's plane.

Three A-1H Skyraiders of the VNAF's 518th Fighter Squadron in flight.

A-1Es of the 518th FS carried codes like KWA and KWC, with the smaller K and larger W being the squadron identifier and the smaller A and C being the aircraft identifiers.

I completely lost sight of Capt. Nghia's plane. I called and asked for his position; he said he is still level flying at the location where he was with me a couple seconds ago. I was terrified at the feeling of being in a vertigo. My eyes were open but I could not recognize anything around me anymore. The more I was afraid, the more I pulled on the control stick to the point that the plane could not climb any higher and started stalling. I could feel the control stick shaking violently and according to what I had studied, the wings of the plane lost all the lift and the plane was about to go into a spin.



A SVNAF's A-1E Skyraider on station over the sky of Military Region III.

My mind was clear but my eyes were still asleep and I still couldn't see very clearly. I vaguely remember seeing the altimeter showing something like eight thousand feet. It means I had inadvertently climbed three thousand feet in the dark and in the disoriented status. From what I learned in flight school, when a Skyraider is fully loaded on the wings and gets into a diving spin, the centrifugal force would be so great that the wings would break off as the plane is spinning. Historically, nobody had ever could stop or recover from that kind of a spin. A bold thought popped on my mind and I decided to eject. I knew I was flying above an area full of enemies, but I had to take a chance, rather than stay

in the plane and be killed for sure. On the intercom, I could hear the scared voice of Capt. Nghia, kept calling me to wake up from the vertigo.

I called on the radio: "Mayday, Mayday, Mayday, Dragon 202 (my call sign that night) vertigo, eject!", then hooked both hands into the yellow "D-Ring" on the front of the seat and with all the strength, yanked it. I heard a big bang around me; the canopy blew up and flew away. The rocket of the "Yankee" ejection seat behind me stood up straight and fired. I felt the intense heat on my back for a second or two, then the seat with the parachute underneath unfolded and the rocket pulled me to a standing position and out of the plane. The wind hit me so hard in the face and I immediately snapped out of the vertigo.

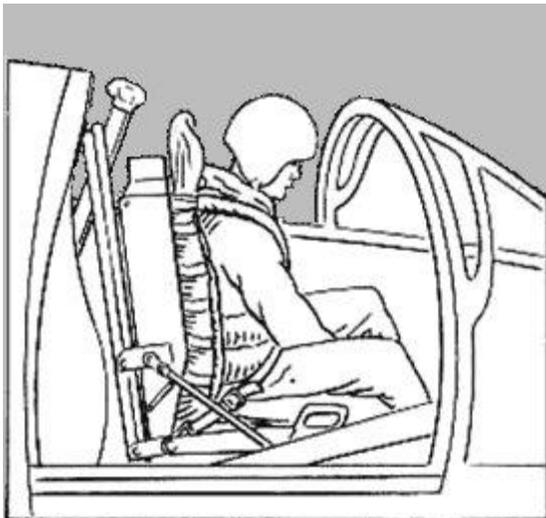


Stanley Yankee Extraction System was used in the Douglas A-1 Skyraiders.





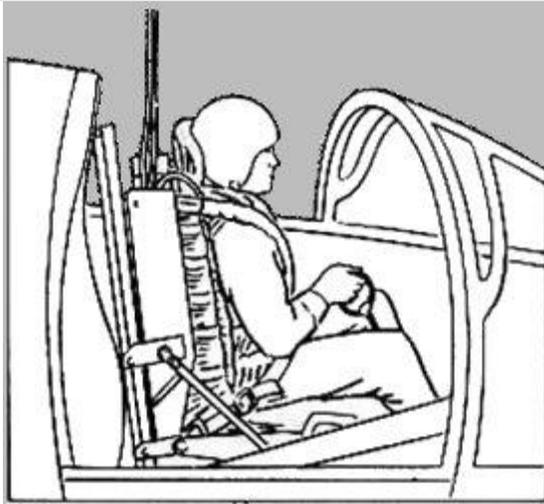
When the pilot activated the system by pulling a D-ring located between his thighs, the canopy was jettisoned and the rocket tilted upward and fired, extracting the pilot out of the cockpit as opposed to ejecting him.



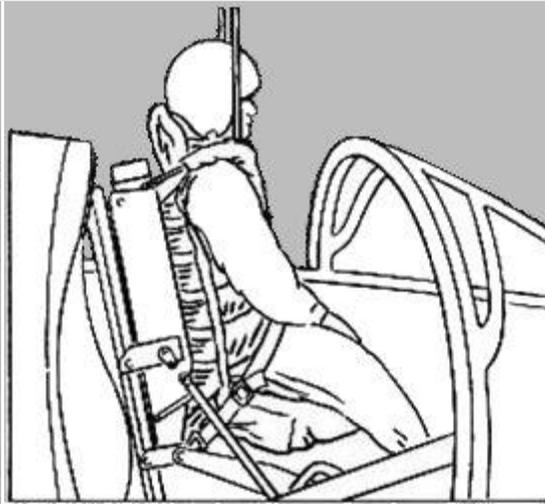
① CANOPY JETTISON TO PROVIDE CLEAR PATH FOR CREW MEMBERS



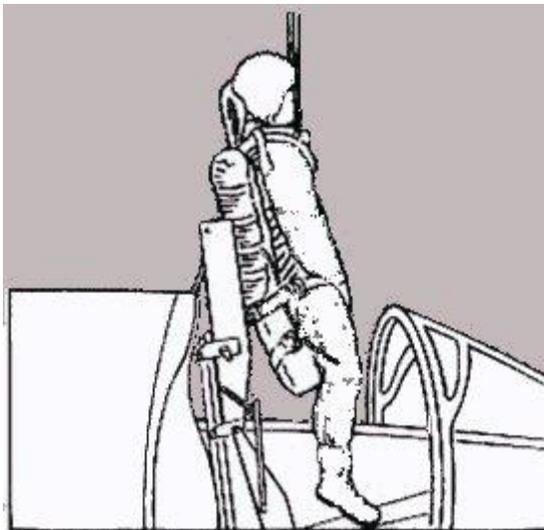
② EXTRACTION ROCKET EXPELLED



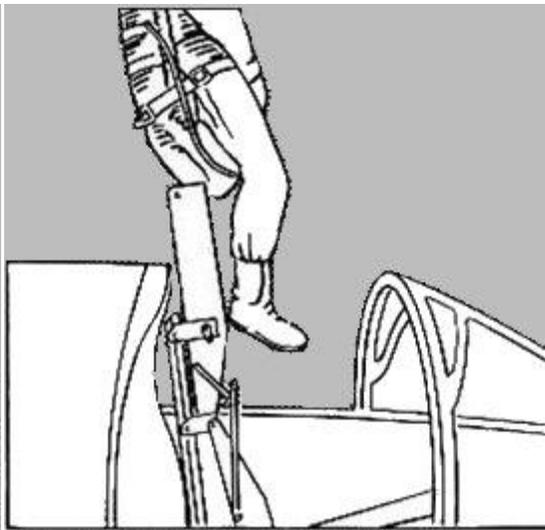
③ PENDANT LINES UNCOIL AND EXTRACTION ROCKET IGNITES



④ CREW MEMBER DRAWN UP BY PENDANT LINES. SEAT PAN FOLDS DOWN



⑤ SEAT BELT AND SHOULDER RESTRAINT STRAPS ARE RELEASED.



⑥ CREW MEMBER CLEARS COCKPIT. AUTOMATIC PARACHUTE DEPLOYMENT

As I realized what was happening, I was even more terrified because the rocket failed to pull me away from the plane. It disconnected from my shoulder harnesses prematurely soon after pulling my upper body halfway out of the cockpit. My legs were caught onto the backrest frame of the seat by the seat belt and my upper body was outside of the plane. The wind whipped me back as I fought trying frantically to crawl back to the control stick. I held onto the backrest frame of the seat with one hand, the other hand used to cover my mouth. I heard pilots could get killed by the wind blowing up their stomach in such cases like this.

I fought and fought with the wind. I felt so helpless as the plane full of bombs fell from the sky without anybody at the controls. I was prepared to die. I thought of my father, my mother, my sisters and brothers and said good bye to each and everyone of them. I knew in just a moment, I will be blown into pieces with the bombs and burnt to ashes by the fuel of the plane. I closed my eyes and counted "one, two, three, I die now. Good bye everybody. I love you all"!

Suddenly, I told myself, I should not die this way, I have to live. I have to fight and get back to the cockpit. I again started to fight the wind, utilizing the seat belt, my legs, my feet and my hand on the

backrest of the seat, I gained inch by inch and after many minutes that I thought like forever, I finally got back into the seat and grabbed the control stick. By that time, the plane had leveled itself off, without going into a spin. The technical reason was after free falling for so many thousand feet, the wings of the plane picked up the speed and lift again and got out of the stall by itself. Had there been someone inside the cockpit to fight the stall, the spin would have happened and would never have stopped.

I looked at the altimeter and it showed seven hundred feet. My plane almost hit the ground and it fell freely for more than seven thousand feet with me dangling outside the cockpit. My heart was pounding as I disconnected the parachute harnesses because I was afraid the somewhat opened parachute might pull me out again since the canopy of the plane was gone. I descended to tree tops level and aimed toward Bien Hoa AFB. I did not dare to eject the bombs under the wings because I wouldn't want innocent people getting hurt on the ground.

I reconnected the radio cord. I wanted to let everybody know that I am still alive and I was coming home. I was crying loud out of happiness, but could not contact anybody. (I later found out that when the canopy exploded, it knocked off the broadcast antenna from the plane, but not the receiving one). I still could hear the terrified voice of Capt. Nghia calling "the whole world" for help and asking the other Skyraider flight to look for a small fire on the ground, assuming that my plane would hit the ground and burn after I ejected.

As I approached Bien Hoa AFB, I made a very low pass in front of the control tower, rocking my wings back and forth, signaling a radio problem. When I turned around, I received a batch of green flares shot from the tower, signaling the permission to land and I put the plane on the runway with all 10 MK-81 bombs intact. As I taxiing by, the control tower looked at my tail ID and called Capt. Nghia and told him that I had returned to Bien Hoa and landed safely.

By the time I pulled the wounded plane to a parking spot in front of the Tactical Operation Wing building, there were dozens of VNAF personnel, including Lt. Colonel Vinh Quan Nguyen, my Squadron Commander, an ambulance, waiting for me. Everybody heard the whole incident on the radio system. As I climbed out of the cockpit, everybody cheered and celebrated. I yelled something to the effect of blaming the parachute technician for his work, but my Squadron Commander told me to cool down and told me everybody loved to see me home alive. He took me around the plane, showing the horrible wounds on its body.

Before being taken away to the hospital for a general check up, I fell into the arms of Lt. Colonel Vinh and cried like I had never been allowed to cry before.

Next Generation of Pilots:

Hannah Brock – EAA # 1018039.

Well flying lessons are pretty cool, but if you want to take flying lessons you have to study a lot. You have to go through along process to get to the flying. Like my last lesson, we didn't get to fly because it was too cloudy. My instructor Mr. Brooks and I sat on the bench outside the FBO and we talked about carburetors magnetos and fuel systems.

I already had to read about those things in my flying book, The Airman's Information Manual. He would ask me questions and I would answer them and then he would tell me more about how it worked and how I could use in my flying. Some of the questions were easy but the more I answered the harder it got.

It seems like in school we get a test and have to know what is going to be on it, but in flying the more you answer, the harder the questions get. I think I like the way we do it at school better. After we had been talking for about an hour it was over, I didn't feel like I did too well, but he said that I did.

It was interesting, I never thought about all those things inside an airplane and it's neat to know, but I sure like to go flying better!

In conclusion flying lessons are a good thing to do, but you have to learn so much about the aircraft and other things as well as getting to get in the airplane and go flying.

Projects Update:

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

Calendar of Events:

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/

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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/
Apr 12	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
Apr 16	0730hrs	Fly-In Breakfast at Moontown	http://eaa190.weebly.com/
May 17	1800hrs	Chapter Meeting	http://eaa190.weebly.com/
May 21	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.