



PROPWASH



PROPWASH is published for the dissemination of information about and for this chapter and its members. President - George Myers 851-0059, Vice President - Wil Good 509-9459, Secretary – Doug Wester 881-8317, Treasurer Jeff Spencer 772-3140, Editor Wil Good 509-9459
<http://EAA190.org>

EAA Tennessee Valley Chapter 190

7 Apr 2006

Meeting Notices

This month's Chapter Business Meeting will be held after the breakfast:

April 15th at 10:30

Discussion will include upcoming events of May 20th to include the FSDO / Sport Pilot and the United Way day at Moontown.

April 27th at TBD PM
***Tentatively**

Visit Bill Stones Amphibian Bi-Plane Project. Directions will be sent via email. POC is Jim Harchanko.

Wil

August again this year and that let May be open for some other kind of activity.

Max Guguw called me late last year and asked if we would like to sponsor a Sport Pilot Presentation at Moontown.

We agreed on May 20, the same day as our monthly breakfast.

This will be the first time in years that Max has had one of his events at Moontown. He had several safety presentations way back when Buzz ran the airport and we crowded everyone into the original lounge room.

About a month ago Greg Screws of the United Way called and asked if we could plan another aviation day at Moontown for United Way contributors. I agreed, thinking that the Sport Pilot event was to be in April. Before I realized it, we have a full day of activities planned for May 20, 2006.

The day will start with breakfast as usual. At around 9:00 we will begin to take United Way Contributors for short airplane rides. Sometime around 4:30 we will have the Sport Pilots

Presentation by the FAA. There will be tables and chairs arranged in my hangar and the United Way will have the grill going with hamburgers and hot dogs.

The Sport Pilot Briefing will also be in my hangar. I suspect that the United Way group might migrate to Gordy's hangar for beer-thirty like they did last year but that has not been cleared with Gordy yet. It is possible that we will do the Sport Pilot Briefing before the United Way activities. Stay tuned.

Volunteer Pilots and Planes Needed

We need planes and pilots to take United Way contributors for short plane rides on May 20. We have done this for the last two years. The only pay back is some social time and food. Please let me know if you can help us out. We will have planes on display and also provide rides. Unlike last year, everyone is invited to participate, either as pilots or ground handlers.

Sun n Fun

It's Sun n Fun time again and I thought it would be interesting to present some photos from the very first SNF back in 1975. Actually, the first SNF was in 1974 but it was just called an EAA fly-in. Some of us laughed when the planners said this will be as big as Oshkosh some day. It is not yet as big as Air Adventure but it is bigger than the Oshkosh Fly-in was at the time.

I have never missed a SNF fly-in although I came close last year when both the Yak and the L-16 were not

President's Notes



United Way Day at Moontown

We moved our annual fly-in to

flyable. I drove to SNF after work each day when I lived near Orlando and only dreamed of actually being a part of the event. There were about 30 airplanes at the 1974 fly-in. I have pictures of that somewhere in my files but



could not locate them. The main attraction of that year was the Taintsville Air Force flight of four Fairchild PT-19 airplanes. Three of them returned the following year. Below are some



scenes from the 1975 SNF: The Taintsville Air Force of three Fairchild PT-19's is shown during take-off at the first Sun n Fun in 1975. All of the transient aircraft and show planes were parked on the North side of Linder Field. Lakeland had commuter airline service to Orlando and Tampa back then.

All types of airplanes showed up as they do now; there just were not as many as you see these days. Probably the very first BD-5J was parked in front of the control tower and administration building. SNF visitors could eat



lunch at the restaurant inside the administration building.

Below are views of some of the display aircraft with transients parked on the other side of the taxiway. Note the absence of a bunch of kit built airplanes. There may have been an RV-3 there but almost all of the homebuilt planes were built from plans.

Sudden Engine Stoppage

Remember seeing airplane engines for sale that have had a propeller strike, but the shaft trued out ok? Well, Alan and I purchased one of those and found out that measuring the crankshaft does not tell the whole story.

The engine was mounted on Stack Doll (our Yak) but when we pulled the propeller through we heard the loud ping of breaking metal.

Sometimes the propeller blade would hang up and required that we back it up before continuing. We were

afraid to start the engine so we took it off and sent it to M-14P, Inc. who was in the process of moving from San Diego to Kingman, AZ (but that is another story). When they finally were able to work on our engine they found several broken gear teeth and a broken drive shaft in the

accessory case and some dislodged rollers from the main crank bearings.

I sent the accessory case from our original engine to be used for parts and they found most of the same gears and shaft's broken.

The shop has finally found replacement parts and we will soon have our newly overhauled engine back on

our airplane. Luke, who sold the replacement engine to us, returned half of our money so we will come out of this

in pretty good shape except that we have been grounded for 19 months. The lesson learned here is that there is a lot of inertia in an engine running at high RPM. When it stops suddenly, there is stress put on parts in addition to the crankshaft. The supercharger, magnetos, generator, and fuel pump are all driven by one drive shaft that is coupled to the



crankshaft.

All of these stop with the crank and, in the case of our Yak that was too much momentum for the shaft and gears to handle. Our engine shop recently considered the purchase of a similar engine but, after seeing ours, decided against it.

Birmingham Aviation Expo

Last month I received a phone call from Richard Simile who sells brand new Mooney and Cirrus aircraft from his business in Auburn. He asked me if I ever considered buying new aircraft for rentals and trainers. I told him that I had but the numbers have never worked out right for Moontown. It is too great of a financial risk for a small business and I only get one shot at this airplane business.

He invited me down to the Aviation Expo at Birmingham anyway and it was an enjoyable afternoon.

There was a lot of glass for sale there; Glass airplanes, glass cockpits, etc. I met some of the staff members from Auto Pilot Magazine, talked to Greg Koontz and ran into Blake Mathis while I was there.



I was really impressed with the airplanes on display and sat for about an hour listening to Richard explain the Cirrus 22 instrumentation. Airplanes by

Cessna, Piper, and others were also present; all with glass cockpits. I guess the starting prices to be well over \$400 for everything except perhaps the two-place Diamond Star trainer.



The Diamond Star twin with diesel engines was interesting. It seems to have the same four-place cockpit as the Cirrus 22. Greg Koontz was there with the Decathlon that he flies in air shows. He was getting ready to take Amy Loh of Auto Pilot Magazine for an airplane ride. You know that an air show pilot cannot fly straight and level very long at a time but Amy came back smiling anyway.

Bonus

While I was looking for photos I found this one of our Mooney that I took back in 1974 when it was shiny new (to me anyway). My first engineering position was with Douglas Aircraft Company.

Shirley worked in the Flight Test

Department at Douglas along with her friend Janine. Janine later moved to Aspen, CO. and worked as a flight attendant with Pegasus International Airlines. The Mooney is shown below nestled between two engine pods of a Pegasus DC-8 at our then home base in Sanford, Florida.

I'll see you all at the next

breakfast and afterwards we can figure out how to pull off the May programs.

George

Young Eagles

Young Eagles are attracted to the bigger birds – it's been proven. We had the opportunity to fly six new Young Eagles at the March Breakfast. Three of the kids were riding with Jon Ziater and his wife from Ft. Payne as they were on their way through Alabama to see friends. As they drove passed Moontown on Hwy 72 early Saturday morning, our Pancake breakfast morning, they saw all of the planes in the air and noticed even more on the ground and just had to stop to see what was going on. We are glad they did, because we got to introduce the three kids they had with him, and his wife to a Young/Old Eagle Flight. We had three other kids that flew as well.



Thanks to Jeff Spencer and Paul Jacobs for giving of themselves for these kids – what a gift. I don't have the names of two of the kids, but I

will get them; Jon's kids Aubrey and Andea Marie flew, as did their friend Jasmine Dawson who got some stick time. Aaron Dorough from Meridianville got her YE wings too.

It still amazes me. Our pilots can calm these very nervous kids, get them in the air, show them the ropes and let them fly for a while, and then we get to see the total enjoyment on their faces when they land, and want to go back up. More importantly, I love to see the acceptance in their eyes, their sense of partnership; and in their parents, that smile of pride and amazement that their kids 'did so well'.

If you are not a YE pilot, YOU are missing out on one of the greatest ways to give (and receive tremendous personal satisfaction). These memories will never be forgotten by those kids – or you. Just do it!

Upcoming Schedule

April: Visit Jim Stone and his Amphibian Bi-Plane

May: We will host Mr. Van Stupmner of the FAA with seminar regarding the Sport Pilot Rules. This may include some kind of food and will be held in my hangar. This meeting is open to all aviators in this area and is sponsored by EAA 190 and Moontown Airport

June: Open

July: Oshkosh

August: Annual Grass field Flyin at Moontown.

Details on time and location will be sent out by email and will also be included in the newsletter as usual.

Calendar of Events

4/4 - 4/10/2006	Lakeland, FL	Sun 'n Fun Fly-In, Lakeland Linder Reg. Airport LAL Contact Information: (863) 644-2431 Email Address: Website: http://www.sun-n-fun.org/content/
4/22 - 4/22/2006	Peac htree City, GA	WWII Day Boots, Wheels and Wings, Falcon Field FFC Contact Information: Chris Madrid 678-364-1110 Email Address: Website: http://www.dixiewing.org
5/5 - 5/5/2006	Wright-Patterson AFB (Dayton), OH	C-141 Hanoi Taxi Final Flight, Contact Information: Sarah Greiner (937) 255-3286 Email Address: nationalmuseum.usaf@wpafb.af.mil Website: http://www.wpafb.af.mil/museum
7/24 - 7/30/2006	Oshkosh, WI	EAA AirVenture, Oshkosh OSH Contact Information: Ask for Tom Email Address: Website: www.eaa.org

Blue Angels

“Thunder Over Louisville”, KY
April 22nd

<http://www.thunderoverlouisville.org/>

Pensacola Beach, FL
July 15th

Thunderbirds

Tyndall AFB, FL
April 22-23rd

Regular Events

1st Saturday

Lawrenceville, GA (LZU) Ch 690
Winchester Municipal, TN (BGF) Ch 699

2nd Saturday

Murfreesboro, TN (MBT) Ch 419
Rome, GA (RMG) Ch 709

3rd Saturday

Chattanooga TN, (3M3) Ch 150
Covington, GA (9A1) Ch 1025
Dawson, GA 9 (16J) Ch 354
Moontown Airport (3M5) Ch 190
Tullahoma Airport

4th Saturday

Kennesaw, GA (RYY) Chap 268
Dayton, TN (2AO) CAP
Memphis, TN (M01)
Shelbyville, TN 7-11 am



138 Old Camp Rd
Meridianville, AL 35759

«FIRST» «NAME»
«ADDRESS»
«CITY_STATE»
«ZIP»