



# 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 John Vincent 882-6695, Editor Wil Good 509-9459

<http://EAA190.org>

EAA Tennessee Valley Chapter 190

6 February 2005

## Meeting Notice

The February meeting will be at **the Moontown Pilots Lounge Saturday the 19<sup>th</sup> after Breakfast ~10:30AM.**

### This Meeting

The February meeting we will handle normal monthly business followed by visiting Jon Moore's Long EZ and John Vincent's Air-Bike projects.

### From The President

Well, I have dodged the bullet for the past fifteen years and have watched some very talented members serve as president of chapter 190. Jon Moore even served two terms and now it's my turn and I'm going to start out by standing on the "soap box" for a short speech in support of EAA.

I have heard all the arguments why some do not support our national organization. Everything from it's not for the members anymore, to it's become too big, and Paul and the boys are making too much money. I don't buy any of that.

This past year I flew in three air shows and it would have been five if it were not for engine problems with the Yak. I went to both Oshkosh and Sun n Fun. I participated in three formation clinics. Our chapter sponsored twelve breakfasts and I probably attended another 24 sponsored by other chapters. Our chapter sponsored yet another spring fly-in with banquet and also a meeting with Burt Rutan. That's a lot

of activity, all made possible by the EAA. Last month Jon Moore summarized many other activities that were either sponsored by or made possible by the EAA.

I am a member of both the EAA and the AOPA and several other aviation organizations. In fact, I have been a member of AOPA since 1968 and have attended two of their conventions and support their Aviation Safety Foundation. AOPA even helped me obtain permission to do oil changes on my airplane while I was based at Sanford, FL. But AOPA does not provide the fly-in and local aviation education opportunities that the EAA does but both organizations are important to private flying.

I have sent e-mails in the past to our President, Tom Poberenzy, and he has answered and has actually acted on suggestions that others and I have offered. It's true that the organization is big and making tons of money. My view is that they earned it and we have prospered by it. It also shows what we can do for ourselves if we put in the effort.

Private and recreational flying like most of us do would be dead today without EAA. That's my opinion and I'm sticking to it. From the kit program there is emerging the future factory built aircraft and kit airplanes that rival and exceed performance of the 1930 and 1940 airplane technology that remains in production even today. The Cessna 172, 152, the Beechcraft Bonanza and even the

Piper Cherokee line are descendents of 1930's and 1940's technology.

So what's my point? EAA is the one aviation organization that Washington listens to that supports our pleasure flying habits. It is also the one national organization that we can influence and be influenced by on a local level. It provides the activities and services we need. And its main contact is at the chapter level. What we need is more participation and support. It's good to have people like Burt Rutan come and talk to us here at Moontown. When he does, he says that it was EAA and its membership that made his civilian man in space project possible.

Our chapter still sponsors the monthly fly-in breakfast. The Meridianville Band Parents Association now supports the breakfast and half of the profits now go to them. We could no longer support the breakfast with our low membership turnout and the Band group did a great job last month. We have a staff of about ten active members that make the fly-ins, banquets and other activities possible. What we need is more members and volunteers to help keep this ride going. If you have the time, please come and help. If you participate and don't feel like you're being properly utilized, let me know and I will help remedy it.

Our regular meetings have become a little flat lately, mostly because I run out of ideas as the programs chairman. The last meeting produced more than enough ideas for

interesting meeting topics than we need for one year and I'm looking forward to them being implemented. We also decided at the last meeting that the annual Old Fashioned Grass Field Fly-in will be moved to August 20 and 21 since May has resulted in rain and a soggy field the last five years. Our meeting times have been moved 10:30 on the third Saturday of the month after the monthly fly-in. That decision has received very favorable comments and results. Most of us are there for breakfast anyway. I'm looking forward to seeing you there.

Please also notice the open invitation we have from the Murfreesboro, TN Chapter 419. IT looks like an interesting meeting. Some of our members have attended some of these meetings in the past.

George

## From the Vice President

First, allow me to introduce myself. I am a fairly new face to Chapter 190. I don't know how this all happened. I think Jon Moore had something to do with it. I am the newly elected Vice President of Chapter 190 and now Editor of the monthly news letter. May God help me. My legal name is William Alexander Good, but I prefer to be called Wil. George affectionately calls me "Mr. Parks" as I have assisted in parking aircraft for our monthly breakfasts. I am also a new builder in the EAA community. I have had a long term interest in building a Rutan canard type aircraft. In just the last 2 years I realized the existence of several 4-place canard type aircraft. Jon Moore's Long EZ project started giving me the bug to build. I attended the AirVenture 2004 to gain more knowledge followed by the Rough River Canard Fly-in October of 2004 to try-on a Cozy Mark IV. Needless to say, that set the hook. In November 2004, I purchased

plans for an AeroCanard, which is a 4 place canard aircraft based on the Cozy Mark IV plans. You can find out more about the AeroCanard at the following site: [www.aerocad2.com](http://www.aerocad2.com). The plans instructions are a FREE download. Full sized templates and diagrams are \$199.00. The picture is of me and my beautiful bride giving the Cozy a test fit at the Rough River Fly-in. The aircraft will be Rotary powered. We are reviewing plans and instructions and making finishing touches to the workshop behind our house in Hazel Green. Ordering materials will be next. I look forward to sharing the build experience with all of you and will post progress reports as the Aerocanard project moves forward.



So, as you can see I have been infected with it. My goal is to spread this infection to many others around me and attempt to grow Chapter 190 with folks that share this crazy flying disease. I am also a huge fan of bringing our youth into the aviation community. Meridianville Middle School Band Parents Association on board fulfilled 3 goals. It allows us to give something back to the community. It brings a host of Young Eagles to Moontown. It has provided some relief to the loyal few Chapter members that have made the breakfast a success for a number of years. I applaud the band parents for doing such a fine job at our last breakfast.



Susan Loveless, President of the Meridianville Middle School Band Parents Association receives their first check from EAA Chap 190 Treasurer John Vincent for a job well done! We look forward to their continuing support.

## Ed Siegler's Off Airport Experience

Ed, we're glad this wasn't any worse. This is a first hand account of the engine out experience in Ed's Own words that can also be viewed at <http://home.hiwaay.net/~sbuc/tvrvbg/#news>.



"I left MSL (Muscle Shoals) headed to DCU (Pryor Regional); decided to go on back to 3M5 (Moontown) instead. Since I was approaching Browns Ferry Nuclear Plant and its TFR, decided that I would turn north and around it to the north side. Had been flying at 2500' and was climbing to 3500'. I was about 1/4 mi south of the Tennessee River heading due north and was on HSV approach freq (which I normally monitor anyway) when the engine suddenly got rough and wind-milled down. I

immediately declared an emergency with HSV Appr (*editor's note: Ed has since told me that he had no hesitation in blurting out the "E" word and it has resulted in no paperwork from the FAA*) and started looking for a suitable landing site. (Dealing with the FIRST controller is a story for later.)"

"I was at 3000' and headed north. The fan on the front of the plane was no longer keeping the pilot cool. There was water ahead with trees on the other side and Hwy 72 was too far north (controller asked about that); nothing hospitable enough or open to the east nor due west. Hwy 72A was due south and was where I headed; Courtland airport was definitely too far away. It very quickly became apparent that I could not make 72A. There was an east-west paved county road about 1/2 way to the highway; headed there and then saw the power lines running along the road. It was clearly evident the "box" was getting small very quickly. I was over a field that I thought was a mowed cotton field (turned out that it a mowed corn field) that had high-tension power lines on the west side and a small pond on the same side."

Only way I could land would be to the NW, but for that I was too high - full flaps and full left rudder and lots of down elevator until the ground was way too close and level out. Was trying to get the tail wheel to hit first - not sure I did. One very good bounce - and "oh s&\$\$" it's going over - full up and good, but rough, three-point landing. That was about 3:30pm. It got VERY quiet - I had never flown a glider before. Terry Burks was later kidding me about the landing - it registered 3.5 g's, but I had not even looked at it - but one of the other members of my Saturday night group said he had had some of those at Moontown. Got a little mud on it - not much; we got more on it trying to get out of the field from spinning tires than from the landing. I had not even

gotten to the edge of the field (10 minutes since touch-down) and a man from Courtland (Donnie Gibson) came driving up in his 4-Runner and took me to the Chevron station."



"I want to thank Steve Brown, Jim Ray, Terry Burks, Rick Stroud, and Peter van Staagen (AKA *the RBE.....Roving Band of Engineers. The RBE wanders around Moontown solving problems for poor, unsuspecting people working on airplanes. If you don't have a problem, they will find one!*). They were there by 5:30pm with tools, generator, lights, heater, trailer and three vehicles including a 4WD Suburban (later needed).



Courtesy of George Myers



**5 of the 20+ band parents  
volunteering their services  
It was a great fly-in!**

## Meeting Minutes – January '05

The meeting was held at the new time, which follows the monthly breakfast. A motion was approved to move the annual Fly-in / Open House to August 2005. A list of topics for our monthly meetings was approved and we look forward to sharing the experience with as many as would like to attend. A motion was approved to spend proceeds necessary to fix the electrical system in the kitchen which will further facilitate the Meridianville Middle School Band Parents in their effort to perform breakfast services.



Courtesy of Wayne Holt

## Calendar of Events

### Regular events

#### 1st Saturday:

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

#### 2nd Saturday:

McMinnville, Tenn. (RNC)  
Murfreesboro, TN (MBT) Ch 419  
Rome, GA. (RMG) Ch 709

#### 3rd Saturday:

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

#### 4th Saturday:

Kennesaw, GA (RYY) Ch 268  
Dayton, TN (2AO), CAP  
Memphis, TN (M01)  
Russellville, AL (M22)  
Shelbyville, TN 7-11AM

125 Reba Rd  
Hazel Green, AL 35750

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