
	<h1 style="text-align: center;">PROPWASH</h1> <p style="text-align: center;">Propwash is published for dissemination of information about and for this chapter and its members. President – William Good 509-9459, Vice President Jeff Spencer-772-3140, Secretary – Open for the moment, Treasurer Brian Tauchen 852-7505, Editor Jon Moore 882-6672  <a href="http://EAA190.org">http://EAA190.org</a></p>	
Tennessee Valley	EAA Chapter 190	13 January 2008

**This Meeting –19 January 2008**

AFTER the Fly-In, At Tom Rains Hangar, Madison County Airport, (MDQ) 11:30 a.m. Saturday the 19<sup>th</sup>. We will take a look at Tom’s Glassair 2+2. Should be a hoot!

**President’s Notes:**

Getting Hooked:

Do you remember the first time you realized that flying was it. It was the “It” that made your blood stir, your heart race, or awaken an inner excitement that you had never felt before. I can honestly say that I don’t remember when it actually started for me, because my father, like the many that we see at Moontown, started taking me to the small airfields in our northern Indiana at about the time that I started walking. By the time I was 5 years old, I was already



hooked. One of my uncles bought a F-4 Phantom scale model for Christmas that my father and I put together the day after Christmas; painted in the best fashion that a 5 year old can paint. I can remember my dad trying to convince me that metallic gold paint was not appropriate for that particular airframe.

It wasn’t long before my good uncle recognized the passion in me and began taking me to see the Blue Angels and

Thunderbirds as well as other aviation even, sharing the experience with the rest of the family. This was during the day that the performers could fly over the crowd in closer encounters than we have today. My dad found several pilots in our group of friends or church community which resulted in several rides with me at the controls. From the age of about 8 or 9, I had a goal, and that goal was to fly. From that point forward, I knew that aviation was always going to be part of my life, whether I flew or not.

While in middle school, my Mom sat for a former Air Force instructor pilot. Once he knew that I had the passion for aviation, he began handing me his monthly Air Force Magazine. The magazines came to me in the days when the F-16 was in evaluation. As I entered High School in Northern Indiana, I was blessed with access to an aviation class as an elective. In December of that same year, my parents moved us from Ft Wayne Indiana to the sunny shores of Sarasota, Florida, just as I turned 16. With license in hand, I began searching and finding all of the major shows and aviation events in Florida that I could get my hands on. I still have boxes of photos from those events. Even then, I walked the flight line with a camera in my hand. After graduating from Sarasota High School, I attended a local community college where they offered an aviation curriculum. At the age of 18, I had my pilot license in hand.

This happened to be the same year that recruiters began talking to me about joining the service. Because of my particular family situation, I was pretty much on my own and the Air Force was very attractive to me.



I finally decided to join the Air Force in June of 1986. My first Air Force duty was working on NAVAIDS at Patrick Air Force Base, FL. It was very fulfilling, but I wanted more. One of my fellow airmen found a cross training opportunity as a Flight Engineer on C-130s using his civilian flight training as the justification for cross training. I followed his lead and within three weeks, I had a training date to go to C-141s. A year later, I started flying as a Flight Engineer from McGuire AFB, NJ. My life very quickly became the Air Force Motto of the time, "See The World".



It really is amazing how much of an impact just a few people can have on a young and impressionable life. We do this every month at Moontown. I can't imagine where I would be without the experience

that started with a dream, a desire to fly. Each of you have many opportunities to introduce the young and the not so young to aviation.

You are making huge impacts on lives when you share your experience or a piece of sky with the inexperienced or the uninitiated. We can always use your help out at Moontown to bring the aviation to the community. Come on out and we will show you how. There are so many stories just like this one in our Moontown community. We would love to hear yours.

### **This January Meeting:**

Tom Rains Hangar, Madison County Airport, (MDQ) 11:30 a.m. Sat the 19<sup>th</sup>. We will take a look at Tom's Glassair 2+2



### **What's ahead for us?**

Monthly Fly-Ins, Summer fly-in (Sept), Officer elections in Nov, Scout day in April, perhaps a hangar project this year. They all take effort. They all serve many hundreds of pilots and enthusiasts, they all need people. They NEED YOU. Contact Wil or anyone in the club. **Throw your oar in the water instead of just riding in the boat.** ...ed

We may need a new secretary. We lost Geoffrey Jeram to his new life in leading edge rotor craft design out west. He will continue to update the website with the progress on his Pulsar Super 100 so check it out.

## **A Safety Item for Discussion**

I am a member of an on-line discussion group that addresses the construction and flight of canards. It seems to happen each year that someone starts looking at the safety aspects of engine out operations. I jumped in on one discussion where in the pilot decided he knew what his engine out performance was because he demonstrated it with the engine at idle – burns my ‘tusch’!

If the engine stops producing any power, you are far better off getting the prop stopped. When the engine quits, the prop will now turn the engine and run that big compressor you used to call an engine. The power produced by an engine is that needed to run the compressor, fight the friction, produce spark and electricity, run the pumps, etc., and then turn the prop. When the fire goes out the prop now produces all that power to run the pump. The drag associated with the energy being pulled from the air is quite high. When the prop is stopped, the only drag is the drag induced by the flat area of the blade, or if you can feather, the lesser blade area.

The first engine failure I had, I tried to keep the prop turning, because it would then power the fuel pump (mechanical) and that in turn would possibly restart the engine (I had a pinched fuel line from one tank, and when I switched to it, the engine got quiet). Once I realized I would not get a relight, I trimmed for minimum rate of descent - fortunately - I had a beautiful field below me and the rest was uneventful. The prop was turning at low idle speed, and I came out of the air like I had picked up an anchor. The second engine out was electrical. When the engine stopped, I pulled the aircraft up to slow the plane and stop the prop and then glided back to the field with quite a bit of reserve altitude left. The glide was about like a normal approach (perhaps a little steeper), very normal - far far better than the turning prop case.

An electric starter for an O-235 class engine puts out about 2 hp to produce a starting prop rpm of something like 90 RPM. An idling prop is a prop turning at

about 600 to 900 rpm. If a windmilling prop is turning is about 400-600 rpm, in a very rough linear assumption that means that the prop is pulling about 12 hp out of the air (that is 10% negative thrust).

There was a thread a few months ago on this subject and of course it meandered into the discussion about trying procedures with the engine off to prove the point. The community was divided on whether it was safe or not to practice this. To develop that performance data, it needs to be done by someone in that class airplane. I am very concerned that people think that demonstrated engine idle profiles represent engine out profiles -- they don't and you can get your self between a rock and a hardplace very quickly depending on such assumptions. Come back..! ...ed

## **Upcoming Events**

Sourced with many thanks, from EAA and Southern Aviator and other EAA chapter web sites.

### **Weekends –**

**1<sup>st</sup> Winchester TN (BGF)** EAA 699 Fly-In Breakfast 931-967-3148

**1<sup>st</sup> Lawrenceville, GA (LZU)** - EAA Chapter 690 Breakfast. Various Programs. [jlevine@bellsouth.net](mailto:jlevine@bellsouth.net) [www.eaa690.org](http://www.eaa690.org)

**2<sup>nd</sup> Murfreesboro TN (MBT)** EAA Chapter 419 Fly-In Breakfast

**3<sup>rd</sup> Huntsville, Al Moontown (3M5)** EAA 190 Fly-In Breakfast.

**4<sup>th</sup> Shelbyville TN (SYI)** Shelbyville Fly-In Breakfast 0700

**5<sup>th</sup> Fort Payne, AL (4A9)** EAA Chapter 890, Fly-in Breakfast

### **Other Scheduled Events-**

**3/8 Auburn, Alabama --(KAUO).** 5th Annual “heroes Take Flight” Fly-In, 10am-3pm. [bwitten@leeredcross.org](mailto:bwitten@leeredcross.org) [www.leeredcross.org/Fly-In.htm](http://www.leeredcross.org/Fly-In.htm)

**4/8 – 4/13 Lakeland, FL (LAL)** Sun 'n Fun **4/12- 4/13 Smyrna, Tennessee --(KMQY).** Air Show w/ the US Navy Blue Angels.

**4/26 - 4/27 Peachtree City, Georgia --** WWII Heritage Days. Vintage aircraft invited to fly-in. [cjmadrid@yahoo.com](mailto:cjmadrid@yahoo.com) [www.wwiideays.org](http://www.wwiideays.org)