
	<h1 style="text-align: center;">PROP WASH</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 – Geoffrey Jeram 216-407-0627, Treasurer Brian Tauchen 852-7505, Editor Jon Moore 882-6672 http://EAA190.org</p>	
Tennessee Valley	EAA Chapter 190	12 July 2007

This Meeting – 21 July 2007

Moontown Pilots lounge at 1030 following the fly-in breakfast. We will discuss hangar options, a welding class, a seminar by 'lectric Bob (Bob Nuckolls) and the September fly-in. Air Adventure starts the 23rd!

President's Notes:

It is your time to shine. September 15th and 16th is our Annual Grass-Field Fly-in at Moontown. We could sure use all of



our members to help park aircraft, perform a little crowd control, or assist in the Young Eagle area or other tasks. There are a handful of folks that serve this event every year and work from Friday evening through the entire weekend to ensure all of the fly-in business is handled. I affectionately call them our "Do-Crew" with George being the anchor man. If all of our active members could participate for just a few hours over the course of the weekend, it would give the "Do-Crew" a chance to take a break, enjoy the show, take some pictures, talk to the other aviators at length or anything else that may need to be done. If you have a couple of hours on the 15th or 16th, let George

Myers know or send a note to one of us officers.

A real need is to get media coverage at our July or August breakfast. This would allow us to get some video of our event in preparation for a news announcement in the



week ahead of the Annual Grass Field Fly-in. If you have a contact with the local news staff, invite them out to one of our next two breakfast events.

Over the last few months, I have been entertained by presidents and members from other chapters that have found their way to our website. Cheers to our webmaster Geoffrey Jeram for making that thing come alive and make a difference in our close knit community. What I have noted though, from the other chapters is that some are flourishing while others have faded away or are trying to make a comeback. I think it is a testament about spirit of our little airfield and the people that serve to make the breakfast fly-in event happen. We continue to attract newcomers to the breakfast and new members to the chapter. The Saturday Pancake Breakfast crowd has

been setting records each month since May. I have been impressed by the sheer volume of traffic passing through Moontown on those Saturday mornings and very proud of the folks that make it happen. In all actuality, it is a blast to be part of the group and hope that we continue to grow.

It seems that each month we have a select piece of hardware that flies in and captures a little attention from the



crowd. Well, this last month was no different. Two folks just happened across our fly-in event by accident while on their way to Gunter'sville. Terry Presley and a friend flew in with two very beautiful aircraft. I think there was a moment of silence as all eyes fixated on the downwind leg of Mr. Presley's machine with a few folks checking or wiping their glasses to be sure they saw what they saw. Is that a Tri-wing???? You bet! And it drew a crowd before the engine came to a stop. Mr. Presley flew in with his Fokker Dr.1 Triplane. Terry Presley's friend flew a beautiful Stearman and provided radio coverage for both aircraft. Not to go without mention, but we also had a pair of T-6s fly-



in for breakfast last month as well. We absolutely love this kind of iron showing up at Moontown and appreciate these aviators sharing such beautiful aircraft with us. I promise that if they keep coming back, we will keep the breakfast and coffee hot.

Project Status

So Close and yet so far away!



The engine and instrumentation for the Long Ez is installed and sufficiently wired for a start. The motor has been



motored over several times with the tach showing 90 rpm and oil pressure showing 10 psi. EGTs read ambient and all agree within about 2 degrees, the CHT also reads good. Prop cycles properly. I completed the pre-start, start and post start check list and shut down and emergency checklist have been developed.

I'll hook up the brakes and attach the fuel module (pumps, filters, fuel tank valve,



cross feed valve and shut off valve), get some fuel and a CO2 fire extinguisher, and try a start very soon.

Wayne Johnson has been looking over my shoulder giving me some sound advice and supplying me with a standard LE cowl for trial fitting. As you can see the Rotax needs much less room under the bonnet than the



Lycosaurus thus the drag area will be reduced by about 20% in the cowling area.

Hope to have a start report next month.

Jon

Meeting Minutes

Geoffrey always posts the minutes on the web site. They are recapped here.

1030 AM 16 June 2007

Wil opened the meeting. Meeting Focus: Fly-in 2007.

Wil provided a recap of composite seminar. The seminar was attended by a handful of interested composite builders and deemed a success that warrants another, expanded, seminar.

Jon listed the equipment that we've got in the chapter: prop duplicator, engine stand, engine hoist, scales, and portable paint booth We discussed our potential EAA 190 hanger space & equipment space. Wil proposed that we have a board meeting to energize the effort toward acquiring a chapter hanger (we did and the result will be discussed at this meeting).

Then we discussed the upcoming fly-in. George needs commitment from the members for our two day September fly-in. He mentioned as an example the Scottsboro fly-in, where the members worked hard, but managed both days.. For the fly-in we are

looking for media coverage before and during, have med flight coming in, biplanes, possibly parachutists, and a flight simulator (big screen). George has a tentative personnel task list that he'll email to the club.

We discussed having a builder workshop addressing aircraft electrical. Bob Knuckles could come to Huntsville to instruct a class of 10 or more people and present his popular Aeroelectric workshop. We are looking at combining several chapters together for this event.

Geoffrey provided a brief recap of the 26 May visit of his Pulsar kit. (End)

Annual Moontown Grass field Fly-in – September 15th 2007

Hey Folks – get involved and give us a hand the Friday afternoon, Saturday and Sunday. Nothing here is hard, all is fun, and there is plenty of ‘off’ time. Get hold of George and let him know your availability.

It Just Pays Off!

I had a very pleasurable experience when I ran into a friend at work today, whose boy I flew as a Young Eagle a few years ago. That young man is now one of our war fighters and will enter flight training in the Air Force shortly. He started his flight experience with me and reflects back on that flight from time to time his dad says.

That is how I got exposed to flying and airplanes. I guess I have repaid that debt I owe a WWII bomber pilot (CAP Pilot) for what he did for me, but the enjoyment of knowing one impacts another life positively is really great. We need Young Eagle pilots. If you fly, check with Jeff Spencer – our YE Chief pilot and take some kids flying. We need pilots for the September fly-in.



Moontown Airport News

July 2007

George Myers

Annual Grass Field Fly-in

The annual Old Fashioned Grass Field fly-in is scheduled for September 15 and 16, 2007. Committees have been formed and planning is in progress. Moontown Airport and EAA Chapter 190 sponsors the event jointly with support by the Huntsville Soaring Club and local schools. Some of the Planning Committee members include: Geoffrey Jeram, Jon Moore, Don Gamble, Howard Heffelfinger, John Freriches, Will Good, Ed Seigler, Lisa Brunegraff, Jim Harchanko, Richard Wolhman, Paul Jacobs, Blake Mathis, Mark Bowden, Jeff Spenser, Rand Baldwin, and George Myers. I have been busy looking for other people to help plan and conduct the fly-in. I may have missed listing a few people who are helping the listed committee members.

Planning so far includes a banquet Saturday evening with guest speaker U-2 pilot Ed Yielding and live music. Airplane and helicopter rides will be available for hire by Biplane Aviation, LLC and Red Aero. Young Eagle free airplane rides will be offered to children from age 8 to 17. We are requesting EAA qualified pilots from out of town to help support these flights. We have once again invited the Red Star Yak team members and Bosch Aerospace to participate. Food vendors include groups from Madison County High School and Hazel Green Middle School. The event will begin with the usual fly-in breakfast Saturday morning.



Airport Improvements

It has been a very dry spring and the runway has been dusty but has held up well. We are beginning to see greener grass with the recent rains. We held off with fertilizer due to the shortage of rain but hope to get an application within the next few weeks. The lack of rain also has held up improvement of the east end aircraft transient parking area. About all we can do before the fall fly-in will be to run the roller over it and mow the grass. We have disked and dragged it several times over the past six months and it is much smoother than last year.

ALDOT has required that four more trees be removed from the edge of the runway 27 approach and this will be done before the fall fly-in. Other than those offending trees, the airport is in good

shape. The hangar re-roofing has been put on hold while we look for another contractor to do the work. The price will be considerably higher than the original estimate of \$1200.

Termites and water damage to the lounge is being addressed. Cook's Pest Control has been hired to control the bugs. I'm hoping that the building can be repaired sufficiently to last at least for my duration at the airport (I'm not getting any younger).

Our fuel pumps failed inspection last month but the repairs have been made and certification is complete. Also the ADEM wastewater run-off applications have been renewed. Life goes on.

Todd's BBQ

Todd's BBQ serves lunch at the Moontown lounge each Saturday from 11:30 to 1:00. Those flying in for lunch should call ahead since Todd sometimes has trouble with some of his hired help showing up. If Todd cannot get to the airport, a courtesy car is available to drive to his restaurant.

Recent Trip

I finally flew the L-16 back to Morgantown, West Virginia to attend the Morgantown Aviation Day and Civil Air Patrol reunion. It was an interesting 5:15 trip with stops at London, KY and Ona near Milton, WV on the way to Morgantown. Ona was an interesting airport. The chart and AOPA guide listed the airport as having a 3154 X 40 paved runway. When I arrived I found that there were tall trees on each end and the airport is located in a valley. Moontown's 2200 X 160 looks huge by comparison.

The trip back was made with one stop at Wendell Ford airport near Hazard, KY. The area around Hazard is void of civilization and flat land. I was glad that I had a GPS to find my way there. There is also an area in Tennessee south of Hazard that is almost as bad. I would not want to be lost in that area or have an engine failure.

All enjoyed the return of the L-16B to Morgantown. The static display this year was the L-16 and a USAF F100 engine. I dutifully put on my flight suit and allowed youngsters to sit in the plane. Later I took my old long time friends for the first ride that they have had in the plane since 1954. We all had a great time.



Cadets from 1940' and 50's after their L-16 ride.



Youngsters get a look at the L-16 at Morgantown