
	<h1 style="text-align: center; text-decoration: underline;">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 – Ed McWhiney 232-8045, 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	09 May 2008

**This Meeting –17 May 2008**

AFTER the Fly-In, about 1030. At Moontown. Man it’s just going to be beautiful – again! Plane count is going up – we need help for an hour or two!

**President’s Notes:**



After spending a few weeks in a few different deserts and experiencing the finest the airlines could dish out for each trip, I have come to the conclusion that a man with a relatively fast airplane can beat the airlines at the game and save time and money. What does that mean? That means I am kicking the dust off of my project, the canard based Cozy Mark IV, and pressing ahead to finish the project.

We had set the project aside shortly after moving into our new house and the launch of my small business. With my daughters finishing college in the next 5 to 6 years and moving on to wherever their occupations may take them, it has become even more important to complete the project as the girls finish their collegiate endeavors. The Cozy Mark IV makes the perfect parent taxi with side-by-side seating and room for bags or other adults in the back.

Our intensions are to put a Mazda 13B Rotary Engine, Turbo Charged, and retractable gear as pictured. The plan is to put a constant speed prop on it to give us good takeoff and cruise performance. We will expect cruise speeds in the 230 mph with a 1000 mile range. The Rotary gives us the option to burn several different types of fuel. We can burn either AvGas or MoGas with the engine’s preference of burning MoGas. My wallet will also want to use MoGas. A normalized Turbo will give us sea level manifold pressure or a slight over-boost up to higher altitudes (16,000-17,000 ft), which gives us great cruise performance and higher true airspeed numbers. Putting the Cozy Mark IV expected performance numbers in a true airspeed calculator using a standard lapse rate in temperature, the Cozy will be cooking along at speeds around 300 mph at 16,000 ft. That altitude will require using two very important implements to keep the occupants happy in the aircraft, cabin heat and Oxygen.

This machine can beat the airlines inside of 1,000 miles and eliminate the security line, showing up 2 hours ahead of your flight, the hold on the runway for 30 minutes at HSV for flow control in ATL

and the worry of some gorilla bubba crushing or losing your bags. Even with climbing gas prices, this aircraft makes sense to me and is a beautiful machine.

There are tons of different support forums online to help guide me through the challenging portions of the build with folks that are honest enough to point out their failures to save the rest of us. Sure it would be great to just purchase a readymade aircraft and go fly. In fact, a good friend of mine had me nearly convinced me that buying a classic V-tail Bonanza (1950s vintage) was the way to go. Though very enticing for the roominess of the cabin and the turn-key approach to getting in the air, I still like the benefit that an aircraft built by me, maintained by me can bring. The performance numbers are very attractive to include fuel consumption when compared to the heavier iron.

So, look for me to be covered with sticky stuff and dust over the summer. We may even invite the Chapter out to take a look again.



### **Scout Day**

Scout day has been pushed back to June 14<sup>th</sup>. We had a very limited number of Scouts available for the original date, which was driven by school year end activities. The 14<sup>th</sup> of June will offer additional opportunities for the Scouts. More on this at the next meeting.

### **Grass Field Fly-In (Sept 20-21)**

The Annual Grass Field Fly-in is getting closer. It is time to start talking to organizations that can provide a little something extra for the showing. If you

know if organizations that would like to show off their wares, it is time to start that dialog. It would really be nice to have a military static display or two.

### **Project Visits**

If you have a project underway or finished and would like to show it off, we would like to see it. I personally would like to see anyone that has a rotary engine incorporated in their kit. We have had an RV at Moontown with a Rotary 13B as a power plant. We'd love to see it again, but with a lot more detail and time committed to discussions. It's tough to have a serious conversation with someone about their aircraft when there are 10 aircraft waiting for us to park them.

### **Elections**

It is the year of elections for our fine nation and for our EAA Chapter 190. We sure could use some new blood in office to move the chapter forward. We need to have a good idea for nominations by October for the November Elections. All I know is that if I can do it, anyone can fill a spot as a President or Vice President or any of the other chapter officers.

### **Board of Directors Meeting Minutes**

EAA Chapter 190

Minutes From The BOD Meeting

Held On Tuesday, April 8, 2008

At Moontown Airport

A meeting of the Board of Directors was held to discuss the status of several potential Chap 190 undertakings.

Members present: Jon Moore, Jim Harchanko, and Lee Adcox.

Lee Adcox talked about options to obtain a hanger:

- An existing hanger.
- Using the open space between the FBO facility and the hanger immediately to the West.
- Building a new hanger.

Emily Clark Foundation. It had been proposed to make a contribution to this foundation. It was decided to table this until the status of the foundation is clarified.

Chapter 190 Sponsored Scholarships. It has been proposed to set up a scholarship fund in the name of the chapter. These scholarships would be granted to winners of a competition in which general aviation is promoted -- presumably, some sort of essay contest. The competition would be held in organizations such as the Boy Scouts. Prizes might include a stay at Space Camp, or a trip to Oshkosh. Jon Moore said he would enlist help to obtain estimates of the costs involved.

Ed McWhiney, Acting Secretary

### **April Meeting Minutes**

EAA Chapter 190

Minutes From The General Meeting

Held On Saturday April 19, 2008

At Moontown Airport

Insurance.I Additional insurance will be required for this year's fly-in. Jeff Spenser will prepare the necessary forms. These records are stored in the FBO kitchen in a file cabinet.

Scout Day (April 26). Only two scouts have committed to attend so far. Lisa Brunegraff said conflicts with other activities are cited as the reason for not participating. Moving the date was discussed to reduce the conflicts. It was decided to move the date to June 14. Also, a minimum number of scouts will have to commit in order to justify the effort required to continue with the activity. Greg Durow (spelling?) will be in charge of arrangements for Boy Scouts and Lisa will be in charge of the Girl Scouts.

Further Discussion On Club Hanger.

From the April 8th Board of Directors meeting, there is still an action for George Myers to introduce Lee Adcox to Dr Whitley with the objective of ascertaining his receptivity to the Club's acquisition of all or part of his hanger.

Rough hanger cost estimates are needed to scope the Club's ability to obtain a hanger. Jim Harchanko has ROM'd \$40 to 50K for a new building.

A suggestion was made to explore a joint effort with Moontown Airport to provide more hanger space.

George Myers solicited volunteers to assist with the removal of leftover tree debris that came from trees which were cut down to clear the access to the threshold of Runway 27.

Potential Project Visit. There is a LongEZ being built at MDQ. The builder has indicated he would welcome a visit by club members to see the project.

It was decided to postpone discussion of scholarship donation(s) pending determination of the costs of various options.

It was decided to drop further consideration of a donation to the Emily Clark Foundation until the status of the foundation has been clarified.

A suggestion was made that it may be possible to obtain donors to make contributions for various club activities (e.g., scholarships)

Visitor From Chapter 825 (SYI) Johnny Ward announced a fly-in breakfast would be held on May 3 at Shelby County Airport in Tennessee. Provided information on changes the new FBO management has made at SYI. Included is a 24-hour self-serve fuel facility.

Ed McWhiney, Acting Secretary

## Our Tech Counselor

What follows is a description of the Tech Counselor function and some information on our TC and Flight Advisor. Experience is the key to be good advisor. One of our members, Don Langford, Chapter 190 member since 1990, has just become a Technical Counselor.

The EAA Technical Counselor Program has served thousands of EAA members and aircraft homebuilders for over three decades. The program was developed to accomplish two distinct goals; first, increase safety by improving the mechanical reliability of amateur built and restored aircraft, and second, to promote the building and restoration of aircraft by making the process easier and more readily accomplished by amateur craftspeople.

The Tech Counselor's goal is to make themselves available to answer questions and to inspect aircraft in progress while offering suggestions. If an area of specialization exists, the Tech Counselor should be able to guide the homebuilder in the right direction for assistance.

Don has been an EAA Flight Advisor since that program's inception,

and assisted many homebuilders in their first flight test programs. Don's aviation background is quite diverse from cropdusters to jets, having flown over 100 different makes and models of homebuilts, jets, helicopters, sailplanes, seaplanes and classics over the past 43 years. Much of this is documented in his book, "Are We There Yet?", published in 1999 and available through Amazon.com. Its a good read by the way.

Don's technical background includes A&P, IA, FCC 1st Class with radar endorsement, owning and maintaining 8 Cessnas and Pipers, constructed or helped construct 5 homebuilts, and as a member of the ASTM, instrumental in the formation of the Light Sport standards and one of the first Light Sport certifications. Don's expertise is in aircraft electrical systems and avionics, followed by tube and fabric, welding, wood, sheet metal, engines, and is learning slowly composite construction. Don can be reached at donlang@att.net or cell phone 256-348-9770.

Congratulations to Don, and thanks for the help these many years.  
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## Upcoming Events

**EAA has started up a site that can help you find out what's going on. Try**

[www.eaa.org/calendar](http://www.eaa.org/calendar) . 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-**

**5/17 – Lake Guntersville, AL;** Lake Guntersville Splash-in,  
<http://www.alabamaaviator.com/calendar.asp?ac=ind&event=38109>; Bill Shaver, 256-881-6193,  
[wshaver@aol.com](mailto:wshaver@aol.com)

**5/17** LaGrange-Callaway Airport, Lagrange, GA (LGC), EAA Chapter 1350 Pancake Breakfast,  
0800 – 1030 <http://www.eaa1350.com/>

**6/28-29 Huntsville, AL** Huntsville, Airshow Blue Angels and Golden Knights, Carl T Jones  
Field (HSV) <http://www.blueangels.navy.mil/index.htm>

**7/28-8/3 OSKOSH WI, Air Venture - What else do you need to know!** [www.airventure.org](http://www.airventure.org)



Lake Guntersville Splash-in  
Wally Kirkpatrick's  
Seaplane Base  
May 17, 2008

Transportation available from Guntersville airport.

Splash-in coordinates 34 18.32N 86 22.75W

Smoked Bar-B-Q Ribs served at noon

Fri night hanger flying for early arrivals

Camping Available

Questions

Bill Shaver 256-881-6193 [wshaver@aol.com](mailto:wshaver@aol.com)

Michael Kirkpatrick 256-656-8004 [m Kirkpatrick@dese.com](mailto:m Kirkpatrick@dese.com)