



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
February, 2007 Volume 12, Issue 2

February Meeting

The February meeting will feature a discussion by several of our members on their experiences with engine failure while aloft. These “adventures” range from ultralights to jets, so the entire spectrum of aircraft will be covered. As one member described it – “returning to base without the initially allotted number of engines”. For those who have not experienced loss of an engine, it should be an enlightening presentation.

The meeting will be held Thursday evening **February 1st** in the lower conference room at the Columbus Municipal Airport Terminal Building. We’ll have refreshments at 6:30 PM with the meeting starting at 7:00 PM.

January Meeting

The January meeting featured a presentation by Toby Orme based on the book “The World’s Worst Aircraft” by Bill Yenne.

Toby began the presentation by noting that progress in aviation has always been paced by progress in powerplant development. He illustrated this by comparing power available to a Very Good Aircraft – the Boeing 777 using the rule of thumb that 1 pound of thrust at 375 MPH equals 1 HP.



Since we have members who flew the B-17 and the B-29 in World War II, he determined the number of their engines needed to power the 777.



The B-29 was powered by 4 R-3350-23 engines rated at 2200 HP. It would take 89 of these engines to power the 777.



The B-17 was powered by 4 R-1820-97 engines rated at 1200 HP. It would take 163 of these engines to power the 777.

No wonder the 777 can pin you back in your seat on takeoff!

Many of the aircraft featured in the book were victims of poor timing – they were decent aircraft that simply arrived after the need was gone – Spruce Goose, Convair XC-99, etc. Others suffered from lack of adequate powerplants – Lockheed XFV-1, Curtiss XP-87 Blackhawk. Others suffered from ignoring the laws of physics and aerodynamics. All and all it was an interesting presentation.

Notes From The “Prez”

Here's a contest. I haven't thought of the prize yet, but here goes anyway.

We'll have some sort of prize to the person who comes up with the best idea for a meeting. Ideas will be presented at the February meeting and we'll vote for the best one. If we can come up with more than one prize, we'll have more than just a first place winner.

If any of you have been on this same planet the last few weeks, you know that finding a good WX day to fly has been difficult. We finally found one last week and did a quick air-tour of Decatur County with a friend. Not a bad day; a bit choppy but very flyable.

And, speaking of flying in the winter; I had an evening's conversation with friends who have total misconceptions about flying year 'round. They thought that an airplane would automatically ice up in the winter, and that the engine would freeze, and that small airplanes did not have heating systems of any kind and that even though the sky was clear above, you would fly into snow and zero visibility just because it was winter.

Hmmmmm? Maybe as pilots, and especially as EAA members, we need to do a better job of educating the public as to what airplanes are all about.

At least all of us know that it is purely magic. See you in February,

Dick Gaynor

Aviation/Member News

Officers For 2006

President	Dick Gaynor
Vice President	Dave Timbers
Vice President	Karl Schilling
Sec./Treasurer	Larry Morlock
Newsletter Editor	Mike Foushee
Young Eagle Coord.	Rebekah Spalding
Young Eagles	Brett Herrick
Historian	Dave Timbers
Director II	John Walter
Director III	Toby Orme

Interesting Websites

www.enginehistory.org/
www.unrealaircraft.com
www.jet-man.com
www.AVSIG.com
www.ruudleeuw.com/off-airport.htm

2007 Young Eagle Flights

The Young Eagle Flight events for 2007 will be held on the following Sat. mornings.

June 9th July 7th Aug 4th Sept 8th

These events are a great way to introduce kids to the wonders of aviation (not to mention a good reason to go flying on a Saturday morning).

We'll obviously need pilots with planes to volunteer; but it is equally important to have volunteers for ground operations. Please mark these dates on your calendars.

Calendar of Events

Apr 17-23	Sun & Fun Fly-In Lakeland, FL (LAL)
July 23-29	AirVenture Fly-In Oshkosh, WI (OSH)
Aug 25-26	EAA Mid-Eastern Fly-In Marion, OH (MNN)
Sept 27-30	Gathering of Mustangs/Legends Columbus, OH (LCK)
Sept 29	Wood, Fabric & Tailwheel Fly-In Lee Bottom – Hanover, IN (64I)

Future Meetings

The 2007 chapter meetings are tentatively scheduled for the first Thursday of each month.

Feb 1st Mar 1st Apr 5th May 3rd
Jun 7th Jul 5th Aug 2nd Sep 6th
Oct 4th Nov 1st Dec 6th

Items For Sale or Needed

1973 180 HP C-172 -

1973 172M, 180HP, good paint, 4500-TT, 440 since engine conversion, hangared, KX-155 w/GS, MX-300 w/VOR, 4-place panel intercom, transponder with encoder, wing-tip strobes & beacons, wheel fairings, bubble side windows, new Bendix/King KLN94 GPS 08/05
Price reduced to \$62,300
Located in Bardstown, KY (BRY)
(502) 348-5055
(502) 348-7689
(502) 460-1351

Editor' Note – I can confirm that this is a very nice and good performing 172 since I have flown in it. It belongs to a high school classmate who has lost his medical.

Hangar For Sale –



Large aircraft hangar located at Columbus Municipal Airport (BAK). \$85,000 Firm
48' wide by 136' long
Heated & air conditioned
Excellent lighting
Includes office, full bath, & kitchen
208 volt 3 – phase service
14' by 46' door in front
14' by 25' overhead door in rear
Overhead storage area
New concrete apron in front

For additional details, contact Mike Williams at mike@mikeshangar.com

As long a space is available, I'll list items either wanted or for sale that are AVIATION related. If you will provide me with a brief description and contact information, I will include your items.

Newsletter Input

The newsletter editor is always looking for member input. If you have input please contact Mike by phone at 812-342-3032 or E-mail at mike.j.foushee@cummins.com by the third Friday of each month.

Aviation Humor

Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?-- *Jim Tavenner*

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage. -- *Mark Russell*

[When asked why he was referred to as 'Ace']: Because during World War Two I was responsible for the destruction of six aircraft, fortunately three were enemy. -- *Captain Ray Lancaster, USAAF.*

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins? -- *Jim Tavenner*

Eagles may soar, but weasels never get sucked into jet air intakes. -- *Anon.*

If God wanted us to fly, He would have given us tickets. -- *Mel Brooks*

If God had really intended men to fly, He'd make it easier to get to the airport. -- *George Winters*

*Tower: Have a good trip.
Pilot: Make that a round trip . . . -- Lloyd Lace, USAAF, 1944. Said before departing on C-46 missions, flying over 'The Hump' (China - Burma - India).*

I hate to wake up and find my co-pilot asleep. - *Michael Treacy*

Now I know what a dog feels like watching TV. -- *A DC-9 captain trainee attempting to check out on the "glass" A-320.*