



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport
Columbus, Indiana

January, 2004 Volume 8, Issue 1

January Meeting

Due to the New Years Holiday, the January meeting will be held on **Thursday January 8th** in the downstairs meeting room at the Columbus Municipal Airport Terminal. We will gather at 6:30 PM with the program starting at 7:00 PM.

Dan McElroy will give an update on the Eclipse aircraft project development.



Dan gave a presentation on this unique aircraft about a year ago prior to the first flight. Since that time, the aircraft has been flight tested and is evaluating an engine change from the Williams turbojet to an engine from an as yet unnamed US supplier. Dan stays in touch with the Eclipse organization so he should have the latest information on the project. Dan's previous presentation was very interesting and informative and we are looking forward to another enjoyable session.

December Meeting

A small but enthusiastic group made a road trip (thanks to Dick Gaynor for driving) to the US Air Force Museum in Dayton on Wednesday December 17th as our way of

celebrating the 100th anniversary of the Wright Brothers First Flight at Kitty Hawk.



Participating were Dave Timbers, Doug Burgham, Larry Morlock, Dick Gaynor, Larry Burbrink, and Mike Foushee. Unfortunately, the lady who was nice enough to take our picture in the lobby managed to cut Dave Timbers in half, but he is recovering.

The museum is well worth a visit even if you've been there before. The B2 Bomber exhibit had just opened on Dec. 16th.



Future Meetings

Feb 12 th	FAA Safety Seminar Lew Owens
Mar 4 th	Air & Space Museum Toby Orme
April 1 st	TBD
May 6 th	IAC Aerobatics Dick Gaynor
June 3 rd	TBD
July 8 th	TBD
Aug 5 th	Oshkosh Review Group
Sept 9 th	TBD
Oct 7 th	TBD
Nov 4 th	Hangar Flying! Toby Orme
Dec 2 nd	TBD

2004 Young Eagle Dates

Even though December 17th 2003 has passed, the Young Eagle program will continue. The scheduled dates (all Saturdays) for 2004 are as follows –

June 5th
July 10th
August 7th
September 11th

Interesting Web Sites

www.aviationhumour.co.uk
www.f-16.net
www.najaco.com

Aviation/Member News

Officers For 2004

President	Doug Burgham
Vice President	Dick Gaynor
Sec./Treasurer	Larry Morlock
Newsletter Editor	Mike Foushee
Young Eagle Coord.	Toby Orme
Historian	Dave Timbers
Director	Toby Orme
Director	Karl Schilling

2004 Dues Reminder

This is a reminder that it is time to pay your chapter dues for 2004 if you haven't already done so. The annual dues are \$15. A membership information sheet has been included at the end of this newsletter. Please fill out the information and send it along with your check for \$15 to Larry Morlock our Treasurer. If you have already paid you 2004 dues, we thank you.

Nametags

Nametags with our EAA logo, your name, and one line stating your interests (Aircraft, N-Number, etc.) will be made available free of charge to those members who have not yet received one. Replacement nametags can be obtained for \$6.00. Contact Larry Morlock if you are interested in getting a nametag.

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.

Calendar of Events

April 13 – 19 Sun & Fun Fly-In
Lakeland, FL
July 31 – Aug 1 Mt Comfort Airshow
Air Force Thunderbirds

Aviation Humor

Accident reports from 1917

"the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air"

Darn, I hate those days ...

Royal Flying Corps Monthly Safety Report - December 1917

The following safety tips from Daedalian Foundation are excerpts from a Royal Flying Corps monthly safety report. The report was

signed C. St. John-Culbertson, Royal Flying Corps, Colonel, and was dated 21 December 1917.

INTRODUCTION

Another good month; in all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units

RESUME OF ACCIDENTS

Avoidable accidents

1. Avoidable accidents this last month.

a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.

b. A B.E. 2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.

c. Another pilot in a B.E. 2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.

d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.

e. While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge.

f. A B.E. 2 pilot was seen to be attempting a banked turn at a constant height before he

crashed. A grave error by an experienced pilot.

2. There were 29 unavoidable accidents from which the following are selected:

a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.

b. Sixteen B.E. 2 s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.

c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

COST OF ACCIDENTS:

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot and observer in the Service.

ACCIDENT BRIEFS

No. 1 Brief No. 912 Squadron 3 Dec. 1917

Aircraft type B.E. 2C, No. XY 678, Total solo - - 4.20 Pilot Lt. J. Smyth-Worthington, Solo in type

-- 1.10 The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude, and by skillful manipulation of the flying wires successfully side-slipped into a nearby meadow. Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation. R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief No. 847 Squadron 19 Dec. 1917

Aircraft type Spotter Balloon J17983, Total solo 107.00 Pilot Capt. * * *, Solo in type 32.10 Captain *** of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable maneuvers, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head. Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day. Captain * * * has requested an exchange posting to the Patroville Alps, a well known mule unit of the Basques.

No. 3 Brief Summary of No. 43 October 1917

Major W. deKitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne. The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot. The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the Court should be re-convened. After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident. The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

FLYING SAFETY TIPS

Horizontal Turns. To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash Precautions. Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or when nosed down to land.

Engine noises. Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.

WATCH THAT FIRST STEP

The First Marine Air Wing had this write up in their Safety publication Wing Tips It was conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine without damage under the circumstances. It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to complete failure of the engine. It was doubly unfortunate that upon alighting from his machine he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury. Some thought should be devoted to a means of identifying wing-traversing catwalks to assist aviators in disembarking from their various machines

Have a Safe
and
Happy New Year!

Columbus Area Aviators EAA Chapter 729

Membership Application/Renewal

Items in bold are required. See bottom of form for info.

Today's Date: _____ **Membership Year:** _____ **Dues Paid:** _____

Name: _____

Spouse's Name: _____

Children (names & ages): _____

Address (street): _____

Address (city, state, & zipcode): _____

Phone Number (home): _____

E-Mail Address: _____

OK to E-Mail Newsletter?: _____ (Saves the chapter postage & printing costs)

EAA Membership Number & Expiration Date: _____

Pilot rating(s): _____

Aircraft (flying, restoring or building): _____

Other Aviation Interests?: _____

What Chapter Programs Would Interest You?: _____

What Programs Could You Present Or Arrange?: _____

Columbus Area EAA Chapter 729 is a chapter of the national EAA organization. For the first year of chapter membership you are not required to be a member of the EAA. Starting the second year you are required to be member of the EAA to be a member of the chapter. **If you are joining the EAA for the first time, please request an application form from the Chapter**, as we receive a partial rebate of new member dues. Chapter membership includes your immediate family.

Chapter dues are \$15 per year, from January to December. **New member dues are prorated** as follows: January through April, \$15; May through August, \$10; September through December, \$5.

Checks should be made payable to **Columbus Area EAA Chapter 729 Inc.** Dues can be paid to any chapter officer at a monthly meeting or mailed to the chapter treasurer:

Larry Morlock
3407 Woodland Place
Columbus, IN 47203